

BRITAIN'S BIGGEST SELLING DIRT BIKE MAGAZINE

dirtrider.com

DIRTBIKE

NATHAN **WATSON!**

WHY 2016 WILL BE A YEAR TO REMEMBER
FOR FACTORY KTM'S LATEST EWC RECRUIT

MOUNTAIN MAYHEM!

CELEBRATING SIX SWEET
DECADES OF THE SWISS GP

MXGP METAL!

GETTING UP CLOSE AND PERSONAL WITH
THE WORLD'S FASTEST DIRT BIKES...

FREE!
MONSTER
POSTER
INSIDE

MICHELE RINALDI!

THE MAN BEHIND ONE OF THE MOST
SUCCESSFUL TEAMS IN MXGP HISTORY

FAST AND FURIOUS!

IT'S MOTOCROSS MAYHEM AS THE
MAXXIS FIRES INTO LIFE AT LYNX

MAY 2016 | £3.95



9 770262 562172

05 >

ASHLEY WILDE | MXGP2 GAME | JONNY WALKER | DBR TESTED | STUART EDMONDS



ELEMENT SHOCKER KIT

ELEMENT Jersey SHOCKER black/orange

ELEMENT Pant SHOCKER black/orange

MATRIX Glove RACEWEAR black/white

RDX Boots white

Full 2016 collection available at freestylextreme.com



◀ **ANDY BOLLER**
[Former MX Pro / O'Neal Product Manager]

ONEAL
SINCE 1970



FACTORY RACING

THE FACTORY ADVANTAGE.
HAND-CRAFTED FOR YOU.



EVOLV⁺ HP



THE FACTORY ADVANTAGE.
HAND-CRAFTED FOR YOU.

RAD VALVE
ULTIMATE COMPLETE PERFORMANCE INTAKE SYSTEM

PERFORMANCE BUILT FROM WITHIN

The next generation RC2 Series Rad Valve is an optimized air intake system that provides superior efficiency, peak horsepower gains, and acceleration for YOUR specific model machine.

FASTER RESPONSE // MORE HORSEPOWER // BROADER TORQUE

2016 Yamaha YZ 250X

2005 - 2016 Yamaha YZ 250 / YZ 125

2002 - 2016 YAMAHA YZ 85

2007 - 2016 KTM 200 - XC, EXC

2001 - 2016 Kawasaki KX 85/100

THE FACTORY ADVANTAGE
IN STOCK NOW!



VISIT APICO ONLINE TO FIND
YOUR NEAREST DEALER.

WWW.APICO.CO.UK/BRANDS/BOYSEN

1ST MX

T: 01530 813000

W: WWW.1STMX.CO.UK

AG RACING

T: 02476 720331

W: WWW.AGRACING.CO.UK

DBM RACING

T: 0151 420 4015

E: DBMRACING.CO.UK

DIRTBIKEBITZ

T: 01297 551575

W: WWW.DIRTBIKEBITZ.COM

ECOSSE MOTOCROSS

T: 01506 829065

W: WWW.ECOSSEM1.COM

MANCHESTER XTREME

T: 0161 4835559

W: WWW.MANCHESTERXTREME.COM

MEREDITH MOTOCROSS

T: 01179 714873

W: WWW.MEREDITHMX.COM

MOTOX MATRIX

T: 01274 615007

W: WWW.MOTOXMATRIX.CO.UK

f APICO.FACTORYRACING

Instagram APICOFACORYRACING

Twitter @ONLINEAPICO



SELF CLEANING OFF-ROAD COMPETITION BRAKE DISC



Specially designed self cleaning holes minimise mud retention, provide enhanced heat dissipation, and reduce unsprung weight

Brake discs for racing use only - Not for highway use

JT SPROCKETS

MX RACE SPROCKETS

- Special self-cleaning grooves
- Optimised lightweight design
- Highest quality aviation grade 7075-T6 aluminium alloy for rear sprockets
- Super hard SCM420 steel for lightweight self-cleaning front sprockets
- Fully CNC Machined
- Full range of alternative gearing
- Used by top race teams worldwide

JT
RACING

www.jtsprockets.com



ON THE COVER:

YEP, THAT'S A BONA FIDE HEADLIGHT ON NATHAN WATSON'S BIKE — HE'S DOING ENDOURDS NOW...
© FUTURE7MEDIA

CONTENTS:

ARE YOU NUTS FOR NUTS? ELLIOTT BANKS-BROWNE
HAD A FEW TO CHOOSE FROM AT CULHAM...
© NUNO LARANJEIRA



FEATURES

034: MICHELE RINALDI

THE FACTORY YAMAHA TEAM BOSS TELLS US ALL ABOUT HIS WORK BEHIND THE SCENES IN ONE OF OUR SPORT'S MOST SUCCESSFUL RACE TEAMS AND HINTS AT WHAT THE FUTURE MAY HOLD...

048: MAXXIS BRIT CHAMPS

THE UK'S #1 MOTOCROSS SERIES KICKS OFF AT LYNK WITH WINS FOR TOMMY SEARLE, MAX ANSTIE AND ALEXANDER BROWN

056: JONNY WALKER

WITH JONNY'S TILT AT THE SUPERENDURO WORLD TITLE SCUPPERED BY A BROKEN LEG WE HOOKED UP WITH THE COURAGEOUS CUMBRIAN TO GET HIS THOUGHTS ON THE INDOOR SEASON AND WHAT MIGHT HAVE BEEN...

072: MXGP METAL

THE WORLD'S FASTEST DIRT BIKES LINE UP AND GET SHOT BY RAY ARCHER'S CANON FOR THIS PRECIOUS METAL PHOTOFEST

084: STUART EDMONDS

OUR SECOND FAVOURITE EXPORT FROM DUBLIN — YOU CAN GUESS THE FIRST FOR YOURSELF — IS BACK ON A TM AND BACK RACING IN THE UK. HAPPY DAYS...

094: NATHAN WATSON

AHEAD OF HIS ENDURO WORLD CHAMPIONSHIP DEBUT DBR QUIZZES NATHAN WATSON ON HIS SWITCH TO ENDURO...

104: ASH WILDE

THE GEARTEC YAMAHA ACE FILLS US IN ON HIS CAREER SO FAR AND TELLS US WHY HE THINKS WE'RE YET TO SEE HIS BEST...

114: MXGP2

A LOOK AT THE BRAND-NEW DIGITAL DIRT OFFERING FROM MILESTONE — THE PEEPS WHO BROUGHT US DOOZIES LIKE MUD AND MXGP: THE OFFICIAL MOTOCROSS VIDEOGAME

REGULARS

024: NEWS

ALL THAT'S ACE IN THE OFF-ROAD UNIVERSE AND YOUR CHANCE TO WIN SOME SWEET HEADPHONES AND A SPEAKER FROM THE GOOD GUYS AT EXTREMETUNED.COM...

064: BURNICLE'S BEAT

THE HISTORY OF THE SWISS GRAND PRIX

116: THE PROJECT

ONE QUICK SWITCHEROO AND WE'RE GOOD TO GO AGAIN —PHEWSH!

118: DBR TESTED

OUT TWO-STROKE AVENGERS BOTH GET A FEEL FOR THE DARK SIDE AND THEY LIKE IT...

131: RAGE

MEGA YOUTH MOTOCROSS MADNESS AS MIKE GURNEY FILLS US IN ON EVERYTHING THAT'S GOING DOWN ON THE YOUTH RACE SCENE

C O N T E N T S

COMMENT

Jeffrey Herlings became the fifth rider in the history of our sport to notch up 50 Grand Prix wins at Valkenswaard recently which is really impressive when you consider he's still only 21 years old. It's probably even more impressive when you consider that the Dutchman has missed almost a year's worth of grands prix through injury in the last three seasons alone and faced some formidable competition in the earlier part of his career including the almost unstoppable Marvin Musquin, equally dominant Ken Roczen and our own Tommy Searle.

Before his first world title winning year in 2012 Jeffrey had 'only' won seven overalls but then he went on a bit of a win streak topping the podium nine times that year, 15 times in 2013, 12 the year after but only four in 2015 as bad luck repeatedly bit his ass. This year he's proved to be totally unstoppable so far though and as things stand remains unbeaten with his lead in the MX2 world championship already stretched out to 38 points.

Regardless of his ridiculous run of results some people seem to want to devalue the two-time world champ's efforts saying that now the MX2 class is for riders aged 23 and under it – and any wins won within it – are worth less than before the age rule came in.

I can see their point to a degree but you'd have to go right back to 2002 to find a 125cc/MX2 world champ who would have been aged out of the class by the current rules (that was the year Mickael Maschio won it as a 29 year old which rather bizarrely was the year directly after Jamie Dobb won it at a very similar age). With a few blips aside – Dobb, Maschio, Chiodi and Puzar et al – the majority of the lower class champions through the years have all been 23 or under. So aside from the ruling making things all official and that in reality there's not much difference.

Some people also say that Herlings should have moved up the MX1 division after winning that second title. Again, I can see their point but at the end of the day it's Jeffrey's decision to make. In all fairness he'll probably carry on racing into his early 30s which means an awful lot of years in the 450 class after he turns 23 so why rush it? Yeah, it's a job but the cool thing about being a professional in a sport you love is the enjoyment factor. I say let's leave him alone and simply enjoy watching his mad skills in whatever class it is he decides to ply his trade in...

Finally, I just wanna big up Aussie ace Daniel McCoy who you may remember was injured at the Glasgow stop of the Arenacross Tour during the winter. Now back home in Australia and fully embracing his rehab programme it's fairly obvious that Daniel is loving life and relishing the challenge ahead of him. If you weren't a fan of his before then give him a follow on Instagram @dmc_65 and you soon will be. Stay strong DMC...

FRANKENSTEIN
ANTHONY SUTTON
anthony.sutton@dirtbikerider.co.uk

Sutton

MACHINE GUN JOE VITERBO
Gavin Mycock
gavin.mycok@dirtbikerider.co.uk
LIEUTENANT FURY
Allan Morris
allan.morris@dirtbikerider.co.uk

NERO THE HERO
Andrew Hill
andrew.hill@dirtbikerider.co.uk
MECHANIC TYPE FOLK
Godfrey Walker, Ryan Houghton
Daniel Grove and Max Hind

BLOOD THIRSTY SPECTATORS
Tony Cairoli, Jack Burnicle, Jonty Edmunds,
Mike Gurney, Nuno Laranjeira, Ray Archer,
Bryan MacKenzie, Adam Wheeler, Bert Gobbler,
JP O'Connell, Sean Lawless, Frank Hoppen,
Daniel Grove, Jake Nicholls, Steve Cox,
Andrew Westlake, John West





MATILDA THE HUN
Donna Minihan - 01524 385957
donna.minihan@jpress.co.uk

ANNIE SMITH AND HAROLD
Kerry Lockley - 01524 385976
kerry.lockley@dirtbikerider.co.uk
Martin Woodhead - 01524 385959
martin.woodhead@jpress.co.uk

CALAMITY JANE
Sarah Hodgkinson - 01524 385981
sarah.hodgkinson@jpress.co.uk

Printed in England by
PCP, Telford
Circulation
Comag, Tavistock Road, West Drayton,
Middlesex UB7 7QE - 01895 433723

Subscriptions
www.dirtbikerider.com/go/subs/dbr
0844 292 0216
One year: UK £33.50
Europe: £53.50
Rest of the world: £68.50



Dirt Bike Rider is copyright of Johnston Press plc and may not be reproduced in any form without the written permission of the publisher. Every care is taken in compiling the contents but the proprietors assume no responsibility for any effect rising there from. We welcome unsolicited manuscripts and photographs but accept no responsibility for their loss, damage or total disappearance.

**DIRTBIKE
RIDER**

www.dirtbikerider.com
 Facebook: /dbrmagazine

DIRT BIKE RIDER
41 Northgate, White Lund Industrial Estate,
Morecambe, LA3 3PA — 01524 385971

Twitter: @dbrmagazine
 Instagram: @dbrmagazine

The RFX logo consists of the letters 'RFX' in a bold, white, sans-serif font, with a stylized orange and black diagonal slash cutting through the 'X'.The KTM logo features the letters 'KTM' in a bold, black, sans-serif font, set against a solid orange rectangular background.

PROUD SPONSORS OF THE RFX KTM TEAM

#15
Henry Williams

#912
Joel Rizzi

A large version of the RFX logo, with 'RFX' in white and a stylized orange and black diagonal slash.

PRO SERIES RANGE

ASK YOUR LOCAL DEALER FOR RFX PRODUCTS



RFX products are used by many top Grand Prix & British Motocross teams



#360
Nathan Dixon



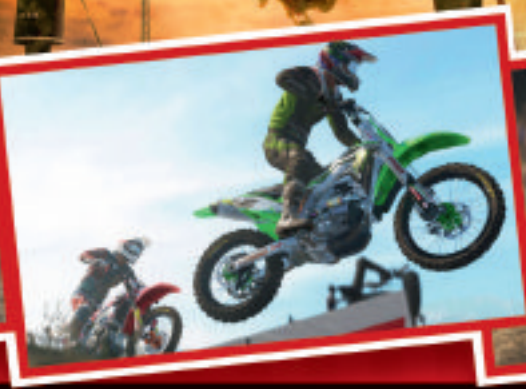
For more information visit www.racefx.com

RACEFX



MXGP2

THE OFFICIAL MOTOCROSS VIDEOGAME



OUT NOW!
ON PS4 & XBOX ONE
AVAILABLE FROM **GAME** & **amazon.co.uk**



MXGP2 - The official FIM Motocross World Championship Videogame © 2015 developed and published by Milestone s.r.l. All rights reserved.
Copyright © 2016 Team8 Games - All rights reserved.

TONY

CAIROLI



IT'S BEEN AN UNCHARACTERISTICALLY SLOW START TO THE SEASON BUT TONY'S FINALLY GETTING UP TO SPEED...

Photos by Erica Fava

Hey Dirt Bike Riders! Here we are again for a brand new chapter of 'The adventures of Tony Cairoli'. Last time that we talked I was on my way to Thailand, spending some time with my friend Tommy Searle, after the race of Qatar, just before the second round.

Thailand is a beautiful country and we spent a nice few days by the sea but it was hot and humid like a sauna! Nothing new there of course but you never get used to it even if you come from a warm country like Sicily, as I am. Last year the GP had a lot of troubles with many riders knocked out from the heat and many bad injuries, so the medical centre was the busiest place at the track – permanently full of sick people.

This year the venue changed place and we had a much better track and better temperatures, resulting in the race with the smallest number of injured riders for a long time. I finished my race in fifth place, like in Qatar, but this time I was feeling much better and had a very good first moto, with a good start.

In the second I had another good start from the line but in the middle of the first corner – just before I got to the holeshot line – my bike turned off leaving me in the middle of the pack with all the other riders around me doing their best to avoid me and my bike. It was a bit of a nightmare as I was only able to restart my engine after every other rider had passed me and I was dead last!

I did my best to catch up and managed to claw my way back to 12th place. A big shame but the races are like this and it's the same for everyone. Anyway, despite this I had fun in

Thailand and I was able to keep the fifth place in the standings not so far from the top of the class.

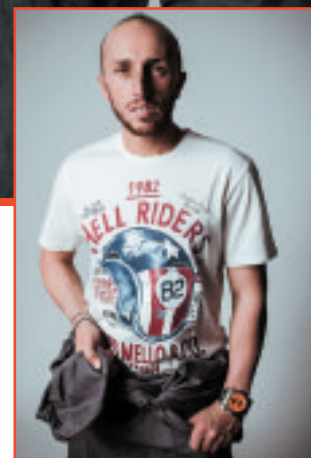
Once I got home from sunny and warm Thailand I took the first flight for Belgium – it wasn't nice! Believe it or not in Italy it is springtime and the weather is already getting warm but I decided with the team to spend as much time as possible riding in the deep Belgian and Dutch sand in order to prepare in the best way possible for the third round of the MXGP world championship. Apparently springtime had forgotten about Belgium!

I did a lot of sand training trying to be in the best shape possible for what I knew would be a tough race. My arm is still not at 100 per cent. My physical condition is about 70 per cent at the moment and Valkenswaard – a track that I used to love and where I have won five times – has changed a lot in the last few years and is now much harder.

With the bad weather conditions we had I struggled and I had a bad first moto, riding stiff and slow. Luckily I had a good second one, starting first but losing the first place during the last lap. I'm so angry! I don't want to search for excuses but I'm frustrated that I wasn't able to defend my place on the podium!

Anyway I finished fourth overall which isn't so bad. Now I'm back working hard to prepare for the two overseas races in Argentina and Mexico – two races on very different tracks that will tell us a lot about the 2016 series. I like to fly and to race all over the world – this is a world championship after all – and I like to go where we have so many fans.

Last year the race in Patagonia was really cool, there were so many fans that came from



all over South America, to see us riding. I was impressed and I have to say that that area of the planet is really nice. One day, when I have more time, I'd like to go back there and spend some good quality time with Jill and some friends.

That place is a special one for fishing and fishing is one of my passions. I love the sea and I love to spend time fishing, it's something that relaxes me a lot. It's probably because there is nothing further from a noisy track full of fast bikes going up and down on jumps and obstacles, than to be in a little boat in the middle of nowhere waiting in complete silence for a fish that quite probably doesn't want to end up in my bucket!

Unfortunately now is not the time to go fishing, now is the time to fly, and everything is ready for the next races. The night after the European Grand Prix, the mechanics put everything in crates and right now my bikes are somewhere in an airport, ready to board a cargo plane for the long flight to the other side of the world. So now it's time to prepare my luggage with all my racing apparel to be ready to fly to Argentina and Mexico.

Hasta la vista amigos!



CONNECTED TO THE THRILL



When you invest in a set of the worlds finest high performance silicone hoses, you are not only upgrading your bike. You are connecting to a feeling, an attitude and a riding thrill only SAMCO sport can give you. Are YOU connected?

NEW 2015 KX450F-SR // GET CONNECTED

NEW 3 PIECE COOLANT KIT

- Lower temperature running
- Higher burst resistance
- Ultra reliable due to superior material technologies and anti fail point design
- Super durable construction
- Lighter weight (over OEM)
- Factory style - raced by the stars
- Easy 'DIY' installation
- Multiple colours & finishes



**CONNECT
TO VICTORY**

MXGP As raced by Monster Energy Kawasaki's Tyto Rattray
in the 2015 FIM World MXGP series.

MADE IN BRITAIN     **#GETCONNECTED**

Silicone Hoses handcrafted in Britain. Victorious around the world.
For the full range and to check availability for your bike visit samcosport.com

Distributed by

Racebikebitz 

Tel 01763 249807 www.racebikebitz.com

Order online using promo code **TMX10** for exclusive discount



BRYAN

MACKENZIE

BRY LETS HIS REAL FEELINGS ABOUT THE FIRST ROUND OF THE MAXXIS BE KNOWN . . .

I've been riding motocross since I was five years-old. I've been racing since I was six. I've been doing British Championships since I was seven and racing the Maxxis British Championship since I was 16. I'm now 31 and it still amazes me that after all of that time riding, even now, after every winter of 'off-season' by the time the new race season starts I've forgotten how to race.

I mean, you don't forget and at the end of the day you still have handlebars, brakes, two wheels and an engine. You still line up behind a start gate and race until the chequered flag but after such a long time off, irrespective of how much riding you've been doing, I forget how hard you have to push to race.

A good buddy of mine always said to me before I'd go to the start line – "Go fast, take chances". Very appropriate but not always totally watertight advice. Maybe he should tweak it to 'Go fast and take well planned, calculated chances'.

The start of the season has been about as flat as a pro physique-model's tits...her real ones anyway, before mods. So far, out of two separate championships, two rounds, which is four motos, I've crashed a grand total of four times and every single one of them included some sort of contact with another rider. You just don't get that sort of action at the practice track.

The first round of the British Masters championship was at Culham and the MX2 and MX1 classes are combined for that series. The first moto I gated well, up in the top five or six (first MX2) but when entering the second turn I got steam rolled from the inside, slightly from behind so it was out of my peripheral and I knew

nothing about it – it could have been a hijacking for all I knew. Everything went off like I had just run over a grenade and after laying it down in front of the pack bikes and bodies were everywhere. It was a long way back to eighth in that one.

The second race that day was the only uneventful 30 minutes of riding I've had this year. Well except that one other time but we were both tired, it was late and we had to get up early the next day... Anyway, I gated well, slipped in behind Marty Barr as second-placed MX2 rider and we raced for the entire moto, pretty much. I was never in a position to pass but Barty had already done a bit of racing at some pre-season races and would have been pretty sharp so it was nice to latch on to him and blow off some rust trying to dice it up and gauge my speed. It wasn't a win but I was happy with it.

Following that was the first round of the Maxxis. Everyone is after a good weekend at the Maxxis because it's the most prestigious of all the championships in the UK so it's important to do well. So it's par for the course that I think I had my worst British Championship score in about six or seven years that day.

Again, much like at the Masters, I gated well in the first moto but got tangled up with someone who bailed on the first lap. I put on a pretty good effort to get back around the top-10 only to get sideswiped again by another one of my buddies who crashed out by himself but as his bike was looking around it collected me as collateral. I finished 11th.

The second moto I was determined to do better. The track wasn't the best and was really one lined with every turn holding one giant berm –

you couldn't ride the insides because the ground was unusually hard for Lyng.

In the first race I had a sand tyre on but because I was having to pull a bunch of old school square ups and be creative with my lines to pass people I often had to ride over the hard ground on the insides so I felt the tyre wasn't the optimum choice and went for a normal knobby tyre instead for race two in case the same happened again. It did.

I got a bad start and was buried. Knowing how hard it was to pass from my race one experience I rode the opening couple of laps like a maniac until it eventually caught up with me and I tangled with a dude on the second or third lap and got second prize in the exchange. To make things worse the bike fell throttle side down and was jammed wide open so when I picked the bike up like a total Joey it took off and blitzed out of my hands wasting more of my valuable time. It wasn't cool and I must have looked like I was brand-new for a moment there.

Eventually I finished the weekend in 15th overall and super pissed-off but just so you know I have raced before, it wasn't my first time and if nothing else at least it reminded me early in the season of a few important aspects of dirt bike racing – like how much more difficult it is to race motos than practice motos and of course of the extra obstacles that racing adds to riding, like, people.

Don't write me off yet.

Bryan Mackenzie
#121

SUZUKI ROCKSTAR ENERGY MXGP TEAM

Team Suzuki Rockstar Energy managed by the legendary Sylvain Geboers. The Belgian, Clément Desalle, 2013 World vice-champion and his compatriot, Kevin Strijbos, are riding the renowned Suzuki RM-Z 450 Factory machine. It's a team on top of its game which Motul is proud to be part of.



300V 5W40 Factory line Off Road

100% synthetic lubricant.

ESTER Core® technology.

The MOTUL 300V Factory line Off Road also comprises 15W60 and 800 2-stroke lubricants.

COMPRO
MISE
ON

SUZUKI ROCKSTAR
ENERGY MXGP TEAM

MOTUL

FOLLOW US ON
motul.com



STEVE

HOLCOMBE



IT'S ALMOST TIME FOR THE EWC TO ERUPT INTO LIFE AND OUR STEVE'S CERTAINLY READY FOR IT . . .

It's go time! As you read this the thing I've spent the last three months preparing for will be firing into life – the 2016 Enduro World Championship. While it seems like just about every other major world and national series has already begun, the EWC finally fires into life. In Morocco of all places!

Like a lot of people I'm both excited and a little apprehensive as to what the first race will serve up. Not only in terms of my result – the bit I can influence – but also what the track and event in general will be like. It's cool to be travelling somewhere new, but no one seems to know anything about the event – other than it's going to be a damn sight drier than the first round of the British Enduro Championship was.

The BEC opener was tough. There's been plenty said and written about the event, but I got the result I was looking for and battled through two days of mud and ruts to head home with two overall day wins. Winning the BEC title is a goal I've set myself this year, so I can't really complain with the way my championship started.

Being able to focus 100 per cent on my training and race prep' is still something that I'm getting used to if I'm honest. But pretty early on this year I decided that it would be

well worth leaving the wet British weather behind and basing myself in Italy, at my team-mate Alex Salvini's place. The way I see it, aside from being a good opportunity to try and learn a little of the language my team speaks, I also get to be close to the team and train with someone that's focused on the same things I am. I hit it off with Alex at the first Italian championship race, and well, Italy's pretty much going to be my home for much of this year.

Although the overseas races are only just getting started I've already got one quality road trip in the books. From home in Devon to Salvini's place in Italy, via a quick stop over at Johnny Aubert's place in France and a quick call-in at the Beta factory to get my practice bike freshened up. It was a quality few days with some good riding that got me where I need to be as far as my base for the next few months goes.

Testing with the Beta team, like a lot of things so far this year, is all new to me. Last year I didn't join the world championships until after the first round of the series so there wasn't much time to test. I pretty much turned up and raced. Being able to spend time with the team and my team mates, making improvements to my bike as we go, is really cool. To be honest

I was more than happy with the bike from the start, so it's been more about riding and set-up tweaks than anything else.

One of the really cool things about being in Italy, for me anyway, is that everywhere you look there's great roads for road cycling. And normally plenty of people riding on them. Cycling's something I spend a lot of time doing, and being in Italy, with the weather, the roads, the passion for cycling, just makes it so much easier for me to enjoy what I love doing. No matter if it's a long, hard training ride or a few hours in the saddle to get my legs spinning after I've been sat on a plane, cycling in Italy is always enjoyable.

But for the next few weeks there's going to be more special test walking than riding. With back-to-back world championship races in Morocco and Portugal the year finally gets going. All being well it'll be the start I'm hoping for.

Ride safe.
Steve

Handwritten signature: H. Holcombe #70



STAND OUT

SAHARA
2016 RACEWEAR
MOOSERACING.com

**PARTS
UNLIMITED
PARTS
CANADA
PARTS
EUROPE**
PARTSEUROPE.EU

DANIEL

GROVE



OUR SUPERFAN MAPS OUT THE SPECTATORING SEASON AHEAD...

We're well into the season now aren't we... Well, one month in at least... By now we should have all A) ridden or raced or B) watched some other dudes ride or race. I'm pretty confident that we've all been watching the AMA Supercross races on YouTube which is getting down to the business end now although there's still another month to go! I dunno if that series is too long or what but the hype that surrounds round one is a long, distant memory now especially with the American outdoor series starting up soon...

So far this year I've taken in two Arenacross, the Hawkstone International and an AMCA Superclass round. Later this month on the 24th I'm heading to Canada Heights for round two of the Maxxis British Championship. I'm not trying to brag and it's not like I'm on an all expenses paid trip to each GP on a private jet - I've funded each trip because I've wanted to go and spectate.

With not racing seriously this year my budget is allowing me to get about a bit and watch and do things that I didn't have the time or money to do in years past. I've raced at Canada Heights a couple of times and it's a mega track and really hard work and it looks even better after last years revamp, so I'm looking forward to that one.

What I really like about it though is the tunnels under the track that allow you to get to lots of different vantage points really quickly. That and the fact that you can get trackside nearly anywhere on the track with only a chestnut paling fence separating you from the track and the racers ripping by. I'm someone that likes getting really close to the track to see what the riders are doing on different sections.

If you look closely at what they're doing with the controls on their bike it'll be a lot different to how you and I would be using them in that

section as the top riders are just plain badass and when you see someone that really knows how to ride a bike you'll soon realise how much skill that they actually possess. The layout is certainly a lot different from somewhere like Hawkstone Park as that tracks really spread out whereas Canada Heights is really compact so you can check out a lot of different sections pretty quickly. Spectator nirvana...

A week later the AMCA Championship springs into life and you might be thinking that after my little prod last year at the AMCA that I'm taking the p's's. I'm not. What's really good about the AMCA Championship is that you get way more than a gate full of riders out in qualifying so the fastest 36 riders have to actually qualify for the championship races.

It's a real shame that the Maxxis isn't like this and my resolution for this would be to open the Maxxis up to 60 riders with the top 40 making the points paying races and those that don't get a ride that day (as some reserves may well make a race if they get lucky) receive half/two thirds/X amount of their entry fee back.

Having the fastest riders that qualify that day always makes for better racing and not 40 selected riders where one gets the chop when a wildcard GP rider shows up. Open it up and give riders a chance! With the AMCA champs they have a non-qualifiers race so there's no wasted trip for anyone although from a spectators point of view this is a bit of a yawner but you have to visit the ice-cream van at some point right? Sorry non qualifying dudes...

The only downer is all the fast riders dropping down from the Maxxis into the AMCA but I covered that last year. Although it's funny when they drop down, think they'll walk it on talent alone and then get waxed by genuine AMCA racers. Have a look at the final championship

standings on the AMCA website for examples as there's usually one every few years that 'expect' to walk it and don't.

I'll take in a couple or three rounds this year and I think you should too if there's one nearby, it'll only cost about a fiver as well which ain't bad at all. James Lane has asked me to spanner for him in his return to the championship but I can't see it happening. You never know though... I'll probably do one round. We'll see.

The final thing I'm going to recommend for you to spectate at this year is the British Motocross Grand Prix. Yeah it's expensive and yeah you can't hang over the fence because of health and safety reasons but with how Matterley Basin is you can follow the race the whole way around. Slightly contradicting to what I said earlier however it's such a huge event it's better to stand back and take it all in and it would be great to see more British wildcards enter this year or at the very least, not have any regular British GP riders miss it through injury.

Plus this year the programme includes EMX300 (all two strokes), EMX250 (some serious rippers with a smaller budget than a GP team and where it doesn't matter if their date of birth ends in 1992 or before), EMX125 (more two strokes!), and finally EMX150 (the kids race but some seriously talented kids).

I'd lost some interest in GPs over recent years but I'll certainly be there this year. I went last year and hadn't been to the British GP since Mallory Park in '09 before that. Some superfan I am, eh?

Daniel Grove





performance from passion

XTREME SRS

XTREME. SRS. THE ALL NEW OFF-ROAD BOOT
WITH SRS REPLACEABLE SOLE SYSTEM.
BUILT WITH SIDI TECHNOLOGY.



XTREME SRS
ORANGE FLUO/BLACK



XTREME SRS
YELLOW FLUO/BLACK



XTREME FIXED SOLE
BLACK/BLACK

Upper in TECHNOMICRO microfibre
Suede insert on the calf area
Lined with Teflon mesh and Cambrelle in the calf and toe area
Fixed shin plate
Micro adjustable and replaceable buckle system
Flex System
Toe area covered with a plastic reinforcement
Anatomically shaped heel cup
Nylon inner sole with removeable arch support pad
SRS sole - sole replaceable system, compatible with E1 sole (Enduro sole) and with SMS sole (for supermoto) SRS sole can be replaced using a standard screwdriver



XTREMELY DESIRABLE. **£299.99** SRP

NEWSHOUND

WORLD TITLES WON, GP WIN MILESTONES REACHED AND A WHOLE HEAP MORE...

Words by Ryan MacKenna and
John T Shredmunds/Rod Burtlin

Jeffrey Herlings hasn't lost any of his superhuman prowess from his past two luckless seasons. So far this season Herlings has entered three race weekends – the Hawkstone International, the Valence International and the Grand Prix of Qatar – and swept every single moto he has entered, including the two Superfinal races combining MX1 and MX2 riders.

Valkenswaard hosted round three of the GP series which marked the first round of the championship to take place in Europe and also included the first of the European championship rounds – EMX250 and EMX300. One of the coolest things about the weekend at the Eurocircuit was it boasted full gates across all classes with the exception MXGP. There were 137 riders trying to qualify for the 40 spots on the EMX250 start, 40 riders in EMX300, 40 in the WMX and MX2 while MXGP had 36 riders – that's how motocross should be.

Yentel Martens – son of Jacky Martens who is the team manager of the Factory Husky MX2

team which includes Max Anstie – is the first points leader of the EMX300 series as it left the Dutch sand. Lewis Gregory carded a 4-2 for his Easter weekend efforts and landed on the second step of the podium on his GL12 Yam. His team-mate Brad Anderson – who impressed in his wildcard appearances last season for GL12 – had a disaster. Ando had a couple of malfunctions with the bike over the course of the weekend and nursed her home for sixth in moto one before having to retire from third place early in the second race due to some more bike issues.

British riders never seem far away in the super stacked EMX250 class either and this season it's the turn of 16 year-old Conrad Mewse. Conrad is a past 85cc World Champion but had a quiet couple of years on the Factory KTM 125cc programme before a change to the Factory Husky squad and a 250F for 2016. Conrad in fact showed his pace one week earlier as he pushed Max Anstie all the way around Lyng at the opening round of the Maxxis

even claiming both fastest laps of the motos on his way to finishing second twice. But one week later he scored first, twice, by commanding the opening round of the EMX250 series in his debut.

What can we tell you about Herlings which hasn't been said before? Not much, really. So I'll just impress you with some of his most recent ridiculous stats which further increases his legendary status. The Bullet has competed seven races this season already which includes three pre-season Internationals, one Belgian championship and three rounds of MX2 GPs.

His scorecard resembles binary code – 1-1-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1. He lost one moto in a combined MX1/MX2 race in Italy after a bad start. He won His 50th GP overall at the same place he won his first as a 15-year-old boy – Valkenswaard, which marked the seventh consecutive time he has won at his home GP having yet to lose a race there and increasing his lead in the MX2 world championship to 38-points after just three rounds.

Conrad Mewse takes an awesome double win in the EMX250 class



HOLCOMBE TOPS BEC OPENER

BETA'S STEVE HOLCOMBE WINS
MESSY BEC OPENER

Steve Holcombe claimed a comfortable double win at the opening round of the British Enduro Championship in Helmsley. Favourite for top honours, the Beta rider didn't fail to impress and duly secured the overall win each day.

Behind him, KTM's Brad Freeman – returning to action following an injury plagued 2015 – quickly excelled and finished as runner-up each day.

On day one, TM's Josh Gotts was third, a career best, while on day two Yamaha mounted Jamie Lewis completed the top three.

But the weekend was overshadowed by a myriad of problems. With weather conditions making things difficult, complaints ran riot over paddock access, special test marking and re-rerouting of the course during the event. It's since led to round two being cancelled. Bad times.



A fuel shortage left Tommy stranded in Holland

At just 21 years old Herlings now has 50 GP wins and puts him tied fourth on the all-time win list. If he was to win the remaining rounds this season he would move onto 65, only nine less than Tony Cairoli...and at the age of 21! He's still only halfway to catching Stefan Everts, though.

Talking of Cairoli, he's been very quiet in terms of results for the last nine months or so. On paper Tony is the greatest rider to still be lining up behind the gate in the world but has had an uncharacteristically dry spell of visits to the top step of the podium – or even just the podium for that matter. Cairoli hasn't won a race or overall, or even stepped on the podium, since the middle of last season. Famous for his ridiculous sand skills TC almost rejuvenated himself with his first race win in some time in the second moto in the Dutch sand until Febvre hijacked it on the last half a lap to not only steal the win but also keeping 222's podium dry streak ongoing.

The reigning champ Febvre rode an absolute

bloody blinder in the last two laps of that second moto at Valkenswaard though which people will talk about all season as a highlight I'm sure. Geoff Meyer from MXLARGE said it best in his post race review when he called it "a mix of madness and beauty" as he described Febvre's last couple of laps and it was exactly that. But it just goes to show that the champ is hungry and with a hold of the red plate already it'll be hard to take that off him.

Tommy Searle is beating a trail back to the path of his former glory days after a hard couple of seasons with KTM. Now back on a KX450F for DRT he is consistently putting in solid results. Tam dominated the opening Maxxis round at Lyng winning with huge pockets of fresh air between himself and an under the weather Simmo, and even his GP form is strong after a positive day out in his less than favourable sandy conditions at Valkenswaard. Well, they would have been but unfortunately Tommy ran his bike out of gas on the last lap of his second moto while comfortably sitting

inside the top-10.

Honda's Gautier Paulin put a lot of work into his off season and hired in some heavy artillery in the form of Aldon Baker to insure his preparation. But a slow start to the season was derailed further when he sustained a fractured vertebrae and broken rib in a practice crash at Lommel, Belgium, when the bike landed on top of him. He missed round three so it's safe to say he won't be world champion this year.

Reigning British MX2 Champion Steven Lenoir got a rare opportunity to fill in for a few GP's for the 24MX Honda team. 24MX were decimated before the season started with both their guys getting scratched off with lower limb injuries and have needed a replacement rider for the interim. Lenoir got the nod which his British team, Dyer & Butler KTM, approved as long as he returned to fulfil his domestic duties. So for the meantime you may see him on a big red 450 but he will be back to compete the remainder of the UK series on his KTM 350.

Talking about the British Championship did >>



Colton Haaker makes a last corner pass to win the SuperEnduro world title

everyone see the crash video that went viral from the MX2 opening moto at Lyng causing the race to be red flagged? I saw it myself, first hand, and have my own opinion on the matter but it seems the ACU Motocross Committee must be feeling a little bit of pressure from the incident as they posted a comment on their webpage stating they will review all of the available data and evidence including written statements at the next committee meeting and release a full statement post meeting.

Searle was a double race winner in MX1 at Lyng while reigning champ Shaun Simpson was uncharacteristically handled and left behind for a couple of second-places. Simmo, who normally shines in sandy conditions, is suffering from a virus which he picked up in Thailand some weeks prior. The illness is really hampering him at the moment as is evident from his last couple of races where he hasn't shown the same Simpson magic we're accustomed to from him.

Everyone had tipped the new DRT Kawasaki MX2 signing Brylyakov to be a shoo-in for the MX2 British title this season but the Russian actually missed the opening round with a visa issue. Apparently he had been back and forward to the Dixon workshop from Belgium a few times already this year on the same visa but for some reason was denied when it was time to come for the first round. They'll have it squared up for the second round I'm sure.

His nemesis is expected to be Ben Watson for the title but Watson had a difficult day at round one, too. Watson blew up both of his race bikes in qualifying and race one and entered the second race on his practice bike scoring a fourth place.

The same visa fate was dealt to East Cost Lites championship leader Martin Davalos – who originally hails from Ecuador – as the series headed to Toronto, Canada for round three. Davalos was in command of the championship up to that point but was denied entry to Canada by having not correctly filled out the visa application and dropped to third in the

standings as a consequence.

One guy who definitely has his visa in order is the Dunge. Ryan Dungey's podium streak still rolls on and he now holds the record for consecutive podiums in a row at 27. He actually won the latest round at Detroit but was penalised two positions dropping him to third-place after the party had left town claiming he jumped on a red cross flag. Can you imagine if he was dropped off the podium for that...

For two seasons us Euros have been patiently awaiting the emergence of Arnaud Tonus stateside. But the impeccably styled Swiss-man is never off the bench. Injured, again, Arnie Tizzle led a small portion of the main event in Detroit but while holding down second place disappeared from the scoreboard. As it turns out he grenaded in the whoops and picked up a shoulder injury sidelining him for the rest of the series. Surely he has used up most of his America lives now. It's hard to see him finding a seat out there again for another season.

We've already crowned our first batch of enduro world champions for 2016. Colton Haaker, Manuel Lettenbichler and Sandra Gomez are your new SuperEnduro World Champions - and all for the very first time too. Congrats guys!

In a nutshell, the racing in this year's championship has been nothing short of mind-meltingly good. For every lap of all 18 individual races that took us from Poland to Germany, South America, Czech and finally Madrid, the guys and gals laid it all on the line every time.

Unfortunately our hopes of seeing Jonny Walker secure his debut world crown took a serious nosedive when the KTM rider hit the deck hard at the penultimate round in Prague. Unknown to both him and us at the time, Walker actually fractured the fibula bone in his lower right leg. Incredibly Walker continued to race, such his determination.

But from that moment on in practice, the Walker we'd seen race previously could only offer 50 per cent at best. And despite try as

he might, it was a matter of when and not if he would be surpassed in the championship battle.


Weighing back into the title fight, both Cody Webb and Colton Haaker smelt blood and came out swinging in Madrid. To run the cliché 'you couldn't bloody script it' the duo went at it all guns blazing.

Entering the final lap of the final race, Webb had the edge but Haaker, having clawed his way back from ninth to Webb's rear wheel, wasn't done yet. Pulling an ingenious line over the log pit, he passed three lapped riders and Webb in one go to take the lead. Webb pounced back but Haaker had one last trick up his sleeve and with an all or nothing move he passed Webb back for the championship win.

Elsewhere, the European series is now up and running. At the end of round one KTM UK's Brad Freeman topped the podium in Italy and was closely followed by Sherco's Tom Sagar and Yamaha's Jamie Lewis all inside the top five. With round two happening in France during Easter weekend they won't have much time for eggs but lets hope we'll see all three Brits back up on the box at some point.

Finally, it's almost go time for the Enduro World Championship – or to give it its new name EnduroGP World Championship – to begin on April 9/10. Kicking things off in Morocco for the very first time, it'll be interesting to see who steps up in this post Antoine Meo and Pela Renet era.

All the big players have shown their hand in preseason races. Beta have a hot trio of Alex Salvini, Johnny Aubert and Steve Holcombe to match KTM's Christophe Nambotin, Ivan Cervantes, Taylor Robert and rookie Nathan Watson. Husqvarna are headed by Mathias Bellino, Danny McCann with Pascal Rauchenecker and Joesp Garcia in tow.

Jamie McCanney makes his long awaited start with Yamaha, while Cristobal Guerrero has already proven their WR450F a winner in the Spanish series. Adding in Sherco's Matt Phillips, along with a host of others and this year is looking pretty promising indeed. 



WIN!WIN!WIN!
WIN!WIN!WIN!
WIN!WIN!WIN!
EXTREME HANGTEN BLUETOOTH SPEAKER
AND ONE-EIGHTIES NOISE CANCELLING
HEADPHONES UP FOR GRABS...

If you love music just as much as you like dirt bikes then we've got something for you as we've teamed up with Extreme – the global pioneer of action sports since 1995 – to offer each and every reader of Dirt Bike Rider the opportunity to win an Extreme speaker and headphones package worth a whopping £239.98!

The HANGTEN is the perfect pocket-sized speaker, small enough to squeeze into your back pocket but big enough to kick out a great sound. You can stream audio from any Bluetooth enabled device using the latest Bluetooth technology. Android users you can even 'tap & pair' using Near Field Communication (NFC) to instantly pair to any other NFC enabled device. You can also connect HANGTEN to play music from any other audio source using the 3.5mm stereo aux in connection. All good for a day out...

More cool technology is the ultra-thin Nanofics® coating applied to Extreme's speakers, which provides a permanent water repellent (hydrophobic) layer on the circuit boards, meaning that should liquid or water find its way inside it won't impact on the performance of the product. This means that you can take your speakers with you on the track without having to worry about them getting the odd splash of rain!

HANGTEN Features:

- Bluetooth wireless audio streaming
- One touch NFC connection
- Nanofics® microscopic hydrophobic coating
- Ergonomic design makes it easy to carry
- Rubber feet and end cap to stand speaker
- Rechargeable battery with 8-10 hrs playback
- Micro USB charging
- Carabiner carry clip
- Neoprene carry case

Meanwhile the ONE-EIGHTIES deliver a new dimension to personal audio. ONE-EIGHTIES incorporate Vortex Drive™ sound technology, which along with state of the art advanced Active Noise Cancellation, produce the ultimate personal audio experience. So if you're heading out to the track the ONE-EIGHTIES are the perfect way to drown out the world and get into your zone.

ONE-EIGHTIES Features:

- Vortex Drive™ Sound Technology
- Active Noise Cancellation
- Light Weight Neodymium Speaker Drivers
- High Grade Metal Construction
- Inline Remote Control
- 20 Hour Battery Life (when using ANC)
- Gold Plated Professional Audio Adapters
- Neoprene carry case

To be in with a shot of winning this awesome prize we want you to head online to www.dirtbikerider.com/competitions, answer an oh-so difficult question, fill out a form and hit submit all before the closing date of May 5. If you'd like more information about Extreme audio products please visit their website at www.extremetuned.com

18th-19th June 2016

Matterley Basin, Winchester

Round 11 of 18 - MXGP World Championship

THE BRITISH MOTOCROSS

GRAND PRIX

MX2 - MXGP

EMX125 - EMX250 - EMX300

HONDA EMX 150

BRITMXGP.com
18-19 JUNE '16



BOOK ONLINE NOW AT
BRITMXGP.COM
more information available on the website



Take your weekend experience to the next level with vip. **Adult £199 - Child £99**



ONLINE DISCOUNTS

Purchase online for reduced ticket prices!

| TICKET TYPE | ONLINE | ON-SITE | |
|-----------------|--------|---------|----------|
| WEEKEND ADULT | £55 | £65 | £10 OFF! |
| WEEKEND CHILD | £20 | £20 | |
| SUNDAY ADULT | £45 | £50 | £5 OFF! |
| SUNDAY CHILD | £20 | £20 | |
| SATURDAY ADULT | £30 | £35 | £5 OFF! |
| SATURDAY CHILD | £15 | £15 | |
| WEEKEND PADDOCK | £10 | £15 | £5 OFF!! |
| CAMPING | £40 | £50 | £10 OFF! |



SD EVENTS



With only a limited amount of tickets, the VIP will continue to be in the sought after position that overlooks the whole track and only a short distance from the start, paddock and podium.

VIP tickets can be purchased individually or as a group of 10 for that corporate weekend (with discount). With VIP tickets, you'll not only enjoy an amazing weekend of racing, but you'll have access to the paddock, VIP parking and separate event entry, exclusive indoor / outdoor viewing area, live on-screen timing, a complementary programme, quality food and beverage (menu to be released) bar service (to be announced) VIP toilets, and last but not least the lifetime opportunity to be introduced to a selection of British Motocross GP Riders! Book now, extremely limited space available.

Adult £199, Child £99

With more than enough world class events under its belt, Matterley Basin is fast becoming a staple in the World Championship Calendar. Set in beautiful English countryside (an area of outstanding natural beauty) the Matterley Basin Circuit offers panoramic viewing like no other. Join the best of the best in the motocross world as they compete for the 11th round of the MXGP World Championship.

As always we will have camping available on site, as well as a great place for deals in our trade village which overlooks the track, so you never have to miss the action. If you're planning on staying in a nearby hotel, book now as they usually sell out straight away!

Complete your weekend experience by purchasing a paddock ticket, giving you the exclusive up close access to the hottest teams.

CELEBRATE FATHER'S DAY

WITH AN ACTION PACKED WEEKEND HE WON'T FORGET

MAIN RACE DAY SUN 19th JUNE

BECOME A PART OF THE MOST PRESTIGIOUS UK MOTOCROSS EVENT

Do you want to be a key part of supporting the British Motocross Grand Prix? With your brand strongly integrated into the British MXGP pre & event promotional material (from leaflets to banners, entrance signs to website & more) you can ensure that we will work with you to provide the appropriate exposure for your business. Contact us via our website now!

PRESTON DOCKS MX

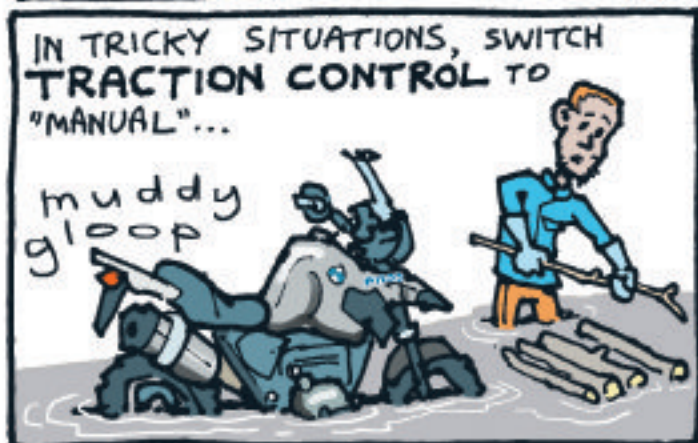
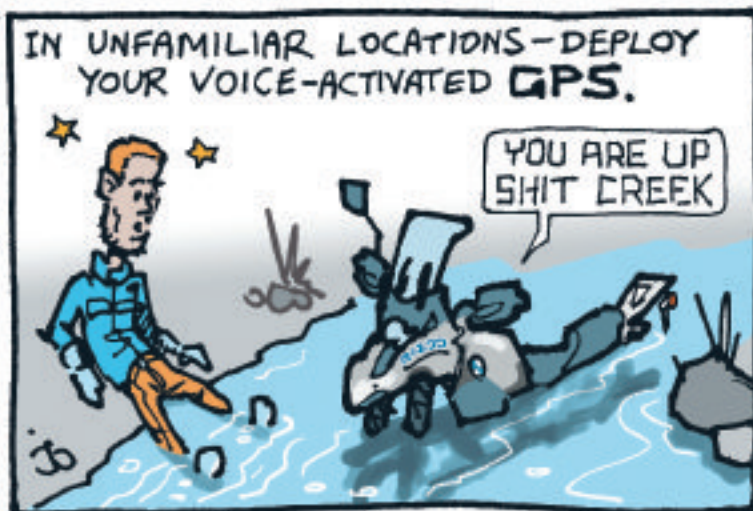
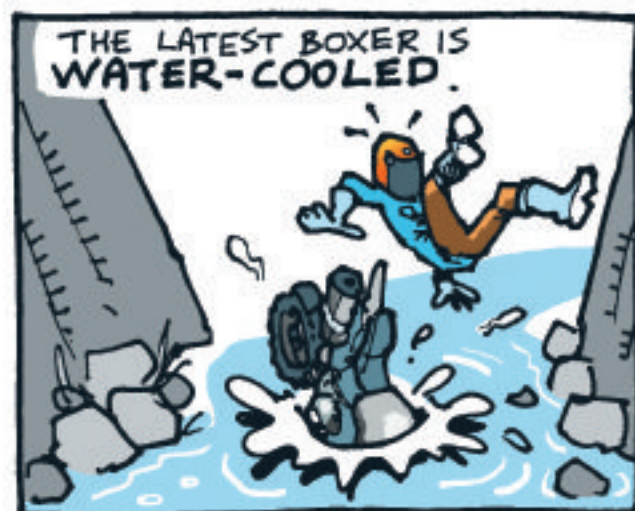
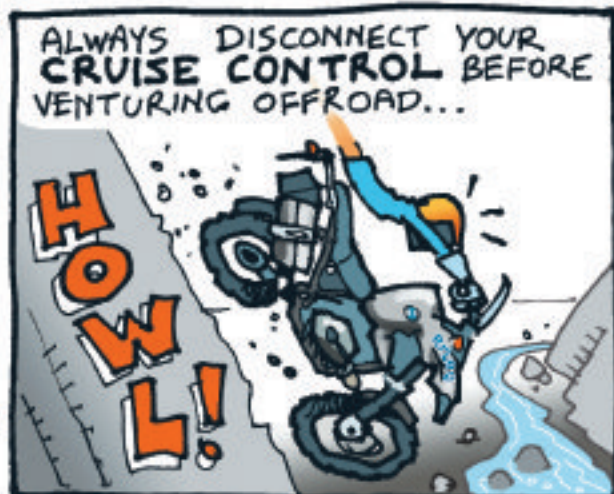
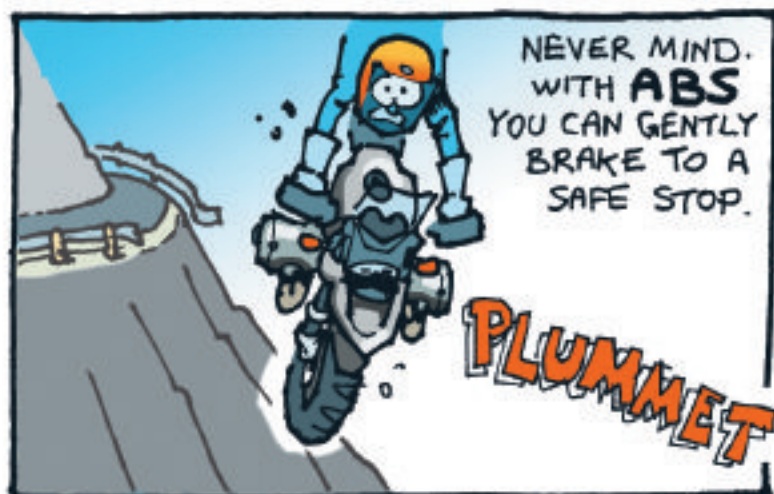
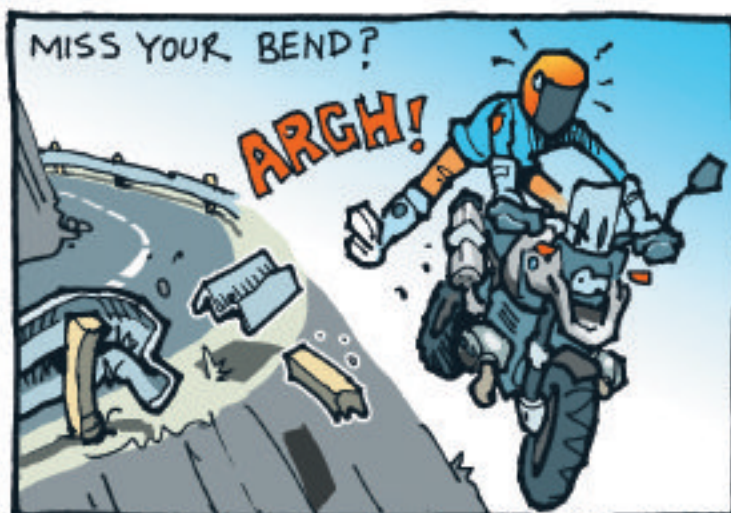
SWP
CONCRETE SOLUTIONS LTD

BLUP & TURP
**INSTANT
SHELTERS**

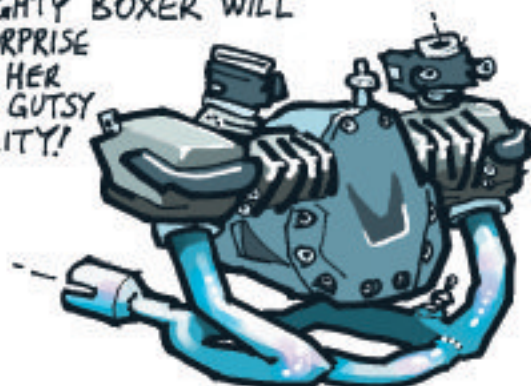
Trading
SPECIALIST TRADING

ADVENTURER 1200 BUSH BEAST

13



ABOVE ALL—NEVER GIVE UP.
BMW'S MIGHTY BOXER WILL
ALWAYS SURPRISE
YOU WITH HER
HIDDEN AND GUTSY
ADAPTABILITY!



FOR ROUGH CLIMBS, SWITCH **ESA**
ELECTRONIC SUSPENSION ADJUSTMENT
TO "MOTOCROSS" OPTION.

A →



B →



ALWAYS STAND
FOR ACTION. THIS
REALLY PLANTS
THE BOXER.
SHE'S NOW A
SURE-FOOTED
LOW CENTRE
OF GRAVITY
BEAST!

**B
R
A
R
P!**



IF YOU LOSE A
CYLINDER, DON'T
BACK OFF. THE
2016 BOXER IS
DESIGNED TO
GET YOU OUT—
NO MATTER
WHAT.

SNAP!



EUREKA
YOU MADE IT!

POP



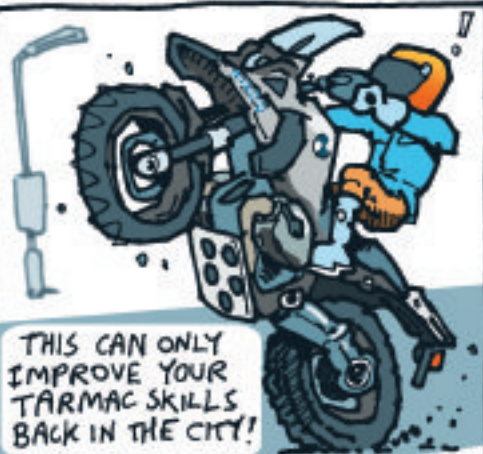
AND, BY THE WAY —
DON'T UNDERESTIMATE
YOURSELF. TAKING A
GS 1200 INTO
THE BUSH?
AND GETTING HER
BACK HOME AGAIN?

NO MEAN FEAT.
YOU DESERVE A
PAT ON THE BACK!



10/10

DUDE!



THIS CAN ONLY
IMPROVE YOUR
TARMAC SKILLS
BACK IN THE CITY!

TIME TO GO
HOME. SWITCH
TO **STREET**
MODES:

ABS ☒
CC ☒
TC ☒
ESA ☒
GPS ☒
BECAUSE... YOU
GOT A MIGHTY
BMW ☒

JUST NEVER LET IT FALL OVER.





Bell

Moto 9 Camo Red helmet £299.99

Supplier: racefx.co.uk

Contact: 01254 311222



GoPole

Trekcase £29.99

Supplier: madison.co.uk

Contact: 0870 094 7226



THOR

Core Hux Ltd Edition racewear

Jersey £44.99 Pants £139.99

Supplier: madison.co.uk

Contact: 0870 094 7226



Motion Pro

Crank case splitter £34.99

Supplier: madison.co.uk

Contact: 0870 094 7226



Cross Pro

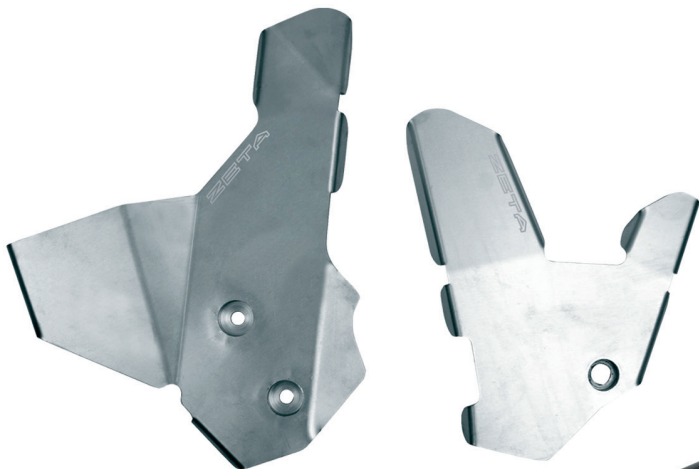
DTC Engine Guards £70

Steel brake pin set £10

Supplier: apico.co.uk

Contact: 01282 473190





Zeta

YZ250FX folding levers £64.99

Fork bottom protectors £14.99

Frame guards £49.99

Supplier: madison.co.uk

Contact: 0870 094 7226



GYTR

YZ125 High Performance tuning kit £1429.99

Supplier: yamaha-motor.eu/uk

Contact: 01932 358000



Apico Factory Racing

Hour meter £50

Supplier: apico.co.uk

Contact: 01282 473190

Putoline

DX11 chain spray 500ml £10

Helmet sanitizer £5.98

Contact cleaner 500ml £10

PTFE cable guard £9.98

Silicon spray 500ml £8.99

Put Off bike cleaner 1l £6

Supplier: putoline.co.uk

Contact: 01778 349333





The Power of One!

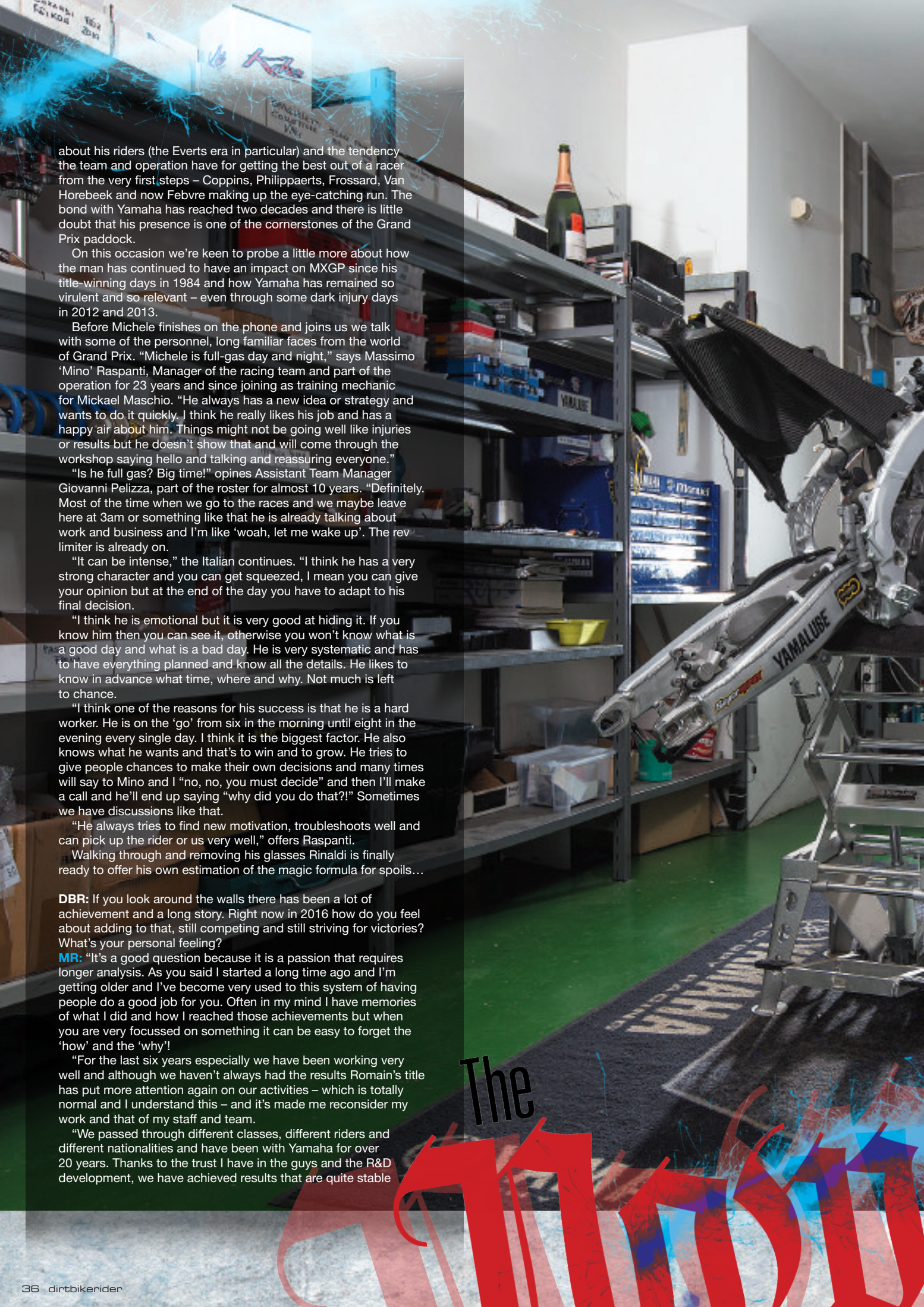
ITALY'S FIRST EVER MOTOCROSS WORLD CHAMPION REVEALS HOW HE DROVE A TEAM TO THE TOP OF GRAND PRIX AND CONTINUES TO DELIVER TITLE SUCCESS...

A large 'no photography' logo is stamped on the heavy grey door. It is clear that we are already gaining a privileged insight into how Yamaha have come to rule MXGP once more. The dark walls on the outside of the industrial building in Langhirano south of Parma however turn into a bevy of personal images and memorabilia once through to the confines of Michele Rinaldi's workshop, race shop, office space and general HQ of technical acumen and motocross superiority. A small, tightly knit staff group, numbering around 10 people, float between the rooms and the work bays. Everyone is busy, the atmosphere is functional and purposeful – the facility almost reflects the character of its proprietor.

Rinaldi, soon to be 57, drifts in and out of his office. He speaks with brother Luca and then with second younger sibling Carlo – the Rinaldi trio at the very heart of every move and development made by the set-up and the YRRD division that has been at the forefront of Yamaha's motocross technical development since 1994.

A range of past and historical bikes parks are lined-up and covered with plastic as if they are to be acknowledged but not celebrated. Trophies and hard-written dedications from the likes of Bob Moore, Stefan Everts, Andrea Bartolini, Josh Coppins and David Philippaerts protrude from shelves and office edges as well as emblems from Rinaldi's own career and spoils.

Even in this hub of activity some areas are off limits but Michele is an open and genial talker once he takes a seat in the meeting room for an interview. Ever since he stopped competing and entered the second phase of his racing career as a Team Manager and overseer, Rinaldi has spoken to the press on countless occasions >>



about his riders (the Everts era in particular) and the tendency the team and operation have for getting the best out of a racer from the very first steps – Coppins, Philippaerts, Frossard, Van Horebeek and now Febvre making up the eye-catching run. The bond with Yamaha has reached two decades and there is little doubt that his presence is one of the cornerstones of the Grand Prix paddock.

On this occasion we're keen to probe a little more about how the man has continued to have an impact on MXGP since his title-winning days in 1984 and how Yamaha has remained so virulent and so relevant – even through some dark injury days in 2012 and 2013.

Before Michele finishes on the phone and joins us we talk with some of the personnel, long familiar faces from the world of Grand Prix. "Michele is full-gas day and night," says Massimo 'Mino' Raspanti, Manager of the racing team and part of the operation for 23 years and since joining as training mechanic for Mickael Maschio. "He always has a new idea or strategy and wants to do it quickly. I think he really likes his job and has a happy air about him. Things might not be going well like injuries or results but he doesn't show that and will come through the workshop saying hello and talking and reassuring everyone."

"Is he full gas? Big time!" opines Assistant Team Manager Giovanni Pelizza, part of the roster for almost 10 years. "Definitely. Most of the time when we go to the races and we maybe leave here at 3am or something like that he is already talking about work and business and I'm like 'woah, let me wake up'. The rev limiter is already on."

"It can be intense," the Italian continues. "I think he has a very strong character and you can get squeezed, I mean you can give your opinion but at the end of the day you have to adapt to his final decision."

"I think he is emotional but it is very good at hiding it. If you know him then you can see it, otherwise you won't know what is a good day and what is a bad day. He is very systematic and has to have everything planned and know all the details. He likes to know in advance what time, where and why. Not much is left to chance."

"I think one of the reasons for his success is that he is a hard worker. He is on the 'go' from six in the morning until eight in the evening every single day. I think it is the biggest factor. He also knows what he wants and that's to win and to grow. He tries to give people chances to make their own decisions and many times will say to Mino and I "no, no, you must decide" and then I'll make a call and he'll end up saying "why did you do that?!" Sometimes we have discussions like that."

"He always tries to find new motivation, troubleshoots well and can pick up the rider or us very well," offers Raspanti.

Walking through and removing his glasses Rinaldi is finally ready to offer his own estimation of the magic formula for spoils...

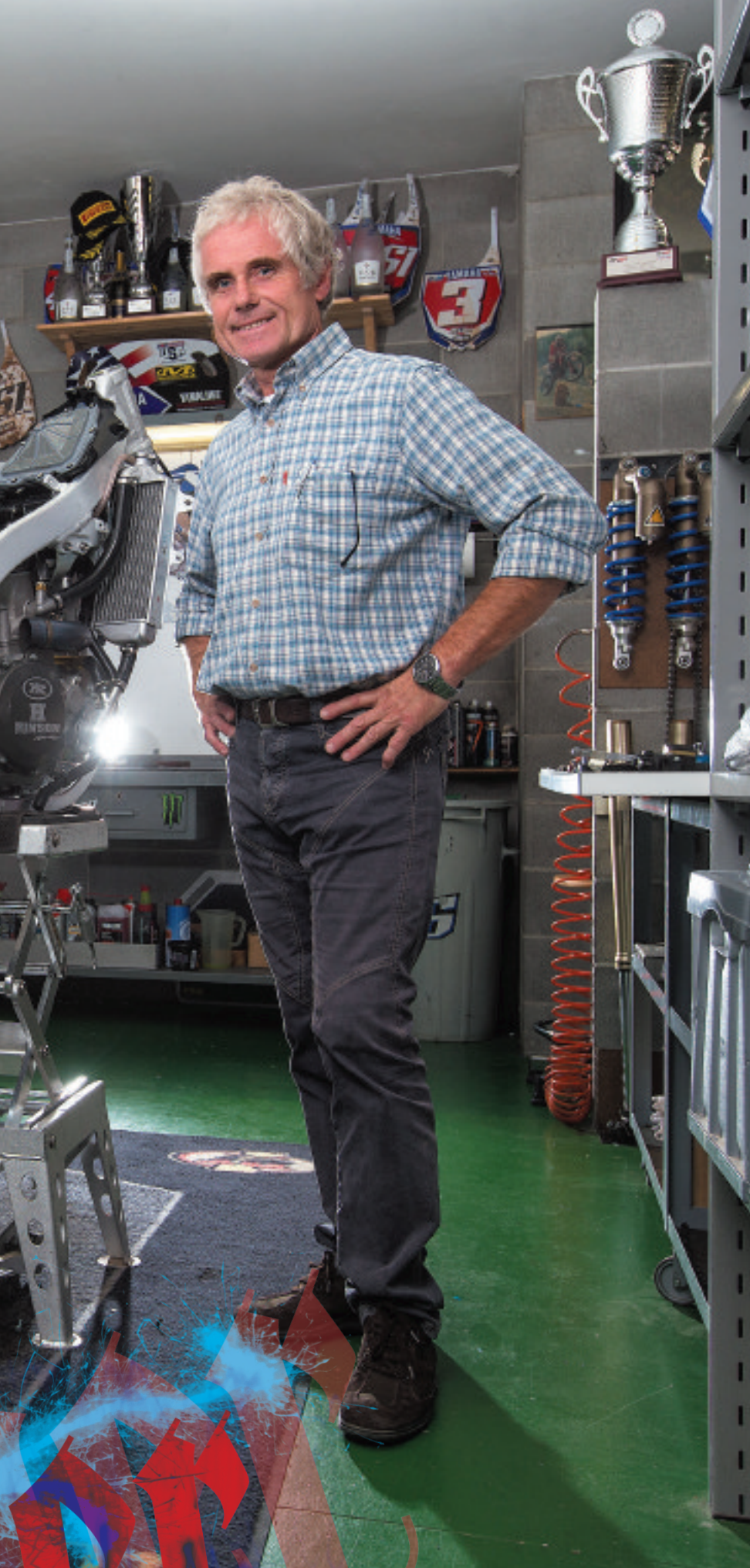
DBR: If you look around the walls there has been a lot of achievement and a long story. Right now in 2016 how do you feel about adding to that, still competing and still striving for victories? What's your personal feeling?

MR: "It's a good question because it is a passion that requires longer analysis. As you said I started a long time ago and I'm getting older and I've become very used to this system of having people do a good job for you. Often in my mind I have memories of what I did and how I reached those achievements but when you are very focussed on something it can be easy to forget the 'how' and the 'why'!"

"For the last six years especially we have been working very well and although we haven't always had the results Romain's title has put more attention again on our activities – which is totally normal and I understand this – and it's made me reconsider my work and that of my staff and team."

"We passed through different classes, different riders and different nationalities and have been with Yamaha for over 20 years. Thanks to the trust I have in the guys and the R&D development, we have achieved results that are quite stable

The



and it has given me time away from being focussed on daily jobs with riders, or the race promoters or Yamaha and I can see the bigger picture of staff, results and what worked and what didn't. After so many years your motivation might not be like it was in the beginning but I am fully on-target for Yamaha to support and give myself fully. I am very motivated to do a good job for my manufacturer thanks to all the guys around me."

DBR: Is that the priority then? To make sure the manufacturer – Yamaha – is very happy?

MR: "It looks strange but yes. In 1998 I stopped my team – Michele Rinaldi Racing – and with Yamaha we made a different agreement where I would do my best for them. Since '99 and the first four-strokes Yamaha became my priority. I convinced them I was able to do a particular job and I am a man that likes to have a target and I will do my best to reach it, whatever the cost, even the money. I will not miss my promise and maybe it is something too far but I have to make the people around me happy."

DBR: What about serving Yamaha then? You have a European organisation – YME – and the Japanese source – YMC. There must be different characters and methods in that dynamic. How has it been for you? Has it changed much over the years? Because Yamaha has also evolved...

MR: "This is true. In the beginning when I started in '92 we had technical matters done fully by YMC [Yamaha Motor Corps] in Japan and we were just running a team. Two years later, in '94, we decided to do it differently because YMC had many factory parts but were not well organised perfectly for GP duty... and they were also considering AMA and Supercross.

"We got the authorisation to work on the motorcycles by ourselves. We improved our R&D and development and the modifications to the bikes so the technical relationship changed a lot. On the other side I was asked by YME [Yamaha Motor Europe] to run the race team, which meant contracts, discussions, plans and the future. It has always been controlled by YME. Technically, now, we are quite independent. We have to report to YME our plans and ideas and later YMC. YME pay for the work."

DBR: How has your technical division YRRD [Yamaha Rinaldi Research and Development] evolved over the years and especially at the end of the last decade when manufacturers were cutting costs and support for racing? You were leading development on what would become the fuel injected YZ250F...

MR: "It started because we wanted to improve the production machine. It was not for commercial purposes but of course having these parts for the racing team also became a useful sales tool to recoup some of the investment made for R&D. Together with YME we generated these kits to reduce the overall cost of pure racing. We mainly did the job for the racing...sales went up and down and did not stay stable, especially during the crisis years when the figures dropped but then they improved. What has changed recently is that YME have asked us to only look after the MXGP class and so just the 450cc engine. This was a big change for us because we spent years on the 250 Proto. We stopped the 250 R&D from 2015. Now it is just the 450s with engines and parts for Guillod and the kits for the 125."

DBR: Was it frustrating to lose the 250? Kemea were running the engines in 2015...

MR: "Yeah. It did not give me much satisfaction because I believed we missed out on big >>>

NEW

YZ450F



YZ450F & YZ250F
60th anniversary limited editions*.

Forward Thinking.

Start thinking forward with the new Yamaha four-stroke YZ's

Just imagine yourself on the new YZ450F surging even more quickly away from the gate thanks to the latest electronic launch control system. The proven reversed engine concept, optimized valve timing with new camshafts gives more assured, formidable and exhilarating power delivery. A number of updates include chassis and suspension refinements for improved handling, while the refined clutch ensures superfast and secure shifting. For later and harder braking, there's a powerful new 270mm front disc. The same attention to detail has also made the YZ250F a formidable motorcycle with several key upgrades and modifications. **New Yamaha YZ450F. Forward Thinking.**

 **YAMAHA**
Revs Your Heart

potential but I understand it was a strategic and political decision by YME to split 450 and 250 and we are doing our best."

DBR: I imagine a large percentage of your talks and work is political and involves higher-level negotiations with Yamaha. Can it be a weary side to the job?

MR: "Yeah, but you have to get used to changes and accept that some are good and some are bad. As long as you want to continue and stay then you have to get the best out of those changes. You can have shocks, you can have things that you want to fight for and there are things that surprise you a bit in the future. The relationship can also change and get stronger in other areas that you were

not looking at before. Not everything can be perfect...but you have to look at the package and the relationship.

"It has been a long time with Yamaha and some part of it is good, some bad, some not perfect but as long as I stay with them then I will do my best all the time. In fact I'm proud also to have been together such a long time and having passed good moments and bad, especially financially because Yamaha Motor Europe had a very tough time. We didn't stop or give up. So I have to look at the past as well as the future...even if some big changes have been made and we have to recover from them."

Pelizza: "I think he is emotional but it is very good at hiding it. If you know him then you

can see it, otherwise you won't know what a good day is and what a bad day is. He is very systematic and has to have everything planned and know all the details. He likes to know in advance what time, where and why. Not much is left to chance."

DBR: Racing, R&D and business – is it hard to spread yourself around? To keep many plates spinning? Especially as time goes on...

MR: "I'm not frustrated but I am fully aware of the situation. With the racing team you need daily control and daily contact with the riders, mechanics and people involved, solving issues, avoiding problems or striving to do better than other teams and brands: it takes a lot of time and attention. You have to give your input to >>



The
WORLD
dirtbikerider 39



@GhostBikes



Facebook.com/Gh0stBikes



/user/GHOSTBIKES



Tel: 01772 792 600

WULFSport

NEW 2016 ARENA MX HELMETS

- ARENA -

ONLINE NOW!

£69.95



O'NEAL
SINCE 1970

£154.99

10 Series Flow MX Helmet



BELL

£149.99

MX-9 Plain Adventure Helmet



O'NEAL
SINCE 1970

£79.99

Baja Enduro Moveo Jacket



FLY
RACING

£21.98

2016 Kinetic MX Gloves



O'NEAL
SINCE 1970

£104.98

Element 2016 Digi Camo Kit



FLY
RACING

£129.97

2016 Kinetic Trifecta Kit



WULFSport

£79.95

Track Star MX Boots



O'NEAL
SINCE 1970

£109.99

Rider EU Mx Boots



WULFSport

RRP £119.95

£113.99

Black Knight Adventure Boots

Shop Online 24/7 | Exclusive Brands | Great Deals | Free P&P
Tel: 01772 792600 - Mon-Fri 10am-4:30pm, Sat 9am-5pm, Sun Closed
Store Open: Mon-Fri 10am-4:30pm, Sat 9am-5pm, Sun 10am-4pm

ALL THIS AND MORE!

Available at

GHOSTBIKES.com



the right man and let him run it...but also stay close behind.

"It is true what you say about the plates and many people talk about pyramids, strategies and plans but my way of working is to have a very short pyramid. The 'top' must be always fully aware of what is going on at the bottom. I could do more things or try to control more people but for me the best results come when that pyramid stays small. If you go too big then for sure you'll miss a part. If you have an obligation as part of that pyramid then you meet it and find a solution otherwise I do my job and service with a particular quality.

"I want to know everything and I need to be somehow involved in everything – not because I want to control but if I need to take action then I can decide what they want to do. People in the pyramid need to be going in the same direction, following the same system, talking in the right way. It is also a matter of style and story. We have to act in a way that is good with the other people like the other teams, the fans, the press and it is something I want to be aware of otherwise it changes our style to work and to 'be'. So there are quite a few plates to control but I don't need to be totally on top of all of them."

DBR: But having that smaller pyramid creates more pressure for you...never ending work...

MR: "Exactly, exactly. I know I am a victim of this decision but I can be confident and content that I have given my best. I'm a little bit of a maniac when it comes to service for my manufacturer. Today it is Yamaha, tomorrow it could be somebody else but I know that my ambition and goal is to make them satisfied about what we provide. Thanks to good staff I

think we can do an interesting and good job. I am 'on' or 'off' man. Either I 'go' or I 'stop'."

DBR: Could you ever imagine changing? Michele Rinaldi is now almost synonymous with Yamaha...

MR: "It's not true. Every year I make a new deal."

DBR: Do you think people could imagine you as a Kawasaki or a KTM guy? And how would you feel restarting everything again?

MR: "You are right but it is not something I am considering right now. Maybe I should do what everyone else has done and change. Not many people stay [with a manufacturer] for this long. But this [the workshop] is not owned by the company. We own it ourselves and I can do my job thanks to these 13-15 people. It is not something I need to think about today!"

DBR: So what would you say are your main skills? You became world champion, a championship winning team manager and then built a business and R&D division...

MR: "I don't really know! I was a student that loved to ride a motorcycle. I was a rider for 14 years and suddenly moved to team owner to moving more into technical matters. Today I am very involved in the technical side and the racing side and a little bit with Yamaha Motor Europe for other decisions. I don't really know who I am...but what I know for sure is that I put my heart into everything that I do. I feel I am secure in myself and I can talk, act and be who I want to. I'm quite at peace with myself...but I have to put my heart first, quickly followed by my head. That's me."

>>



DBR: If you look at your achievements then a fan could say the Everts glory years [2001-2006] was an example of a special rider coming together with a good team at the right time. But through interviews with racers I've done over the years so many wanted to get into your team. There is an excitement and desire to be a part of it, part of the story. There must be some skill or approach to being one of the best in the paddock...

MR: "I hope so! I cannot confirm what people think of us but we are a package of people fully focussed on racing, not as a hobby. It began from the time when we started to work on the bikes by ourselves because we knew that a shiny, fantastic, fully-machined, expensive motorcycle might not actually be the best thing for a rider to race and compete. Since that moment we improved the R&D and the way to work in-house a lot – suspension and electronics for example – in order to have as much as we could as part of the race team.

"It is not enough just to have outside support or service and whether they can give it at the moment and time that you need. Independence gives the team bigger and stronger control of the package. And we put the rider in the middle of the project. Romain – and Jeremy and someone like Stefan before – is the latest one. So we started to work, let them test, let them decide then produce the parts and start the season.

"We didn't say to those riders 'here is our GP machine, please use it because we know the durability is good from the previous guys'. We start right from the production machine... and I don't want to push GP parts or special parts that I have made. We have to do the best we can from the production machine by letting the rider decide what they want. We let them ride, test and judge and we are patient through October and November and prepared to maybe change a lot in February and March and April when results are coming. It is all just experience. We consider the rider as the main element of the racing for us and then comes team, staff, and material. The first is the rider, by far."

DBR: But then keeping the same technical staff has also been key. How has it been keeping those same individuals happy because the season has become longer and earlier in the year...?

MR: "Yes, you are right and it's the reality. You have to look at the picture from far away. Emotions come into it. Maybe one mechanic is having good results and another one is not. To keep it all balanced over a long period is not easy but I spend a long time talking with the people here. It is a group...but also a family.

"Sometimes mechanics change teams because of a rider and I'm also ready for that. To take time for people and explain and talk through things is very important. There has to be an understanding. The group have been together for a long time and I like keeping them motivated and wanting to stay. Sometimes we need to talk more, sometimes less, sometimes need to pay more attention, sometimes less. I don't want change because I want people who do a good job and that riders want to stay. And not because I have to say to them "please stay, I will give you double". That is not the right way."

DBR: How do you feel about Grand Prix now?

MR: "Well, I started in Grand Prix as a rider and as you can imagine it is all about emotion – nothing else. It is a magic thing that slowly over time becomes an activity and a job. You still have emotions but it is different. As I said – I am an on-off man! I stopped riding in



1987 and I had my reasons. I had to shift to something else. I do not 'live' the results of my riders as something that were similar to mine. It is completely different and I didn't have that with any of them. The first one that felt a bit different to the rest of his generation was Romain only because he is different in his ways, his talk and the way to live. He is old-school and natural. I feel that he is very natural and little bit like we were in my time."

DBR: What about the sport?

MR: "A big change and I cannot even compare it to 10 years ago. I cannot compare the tracks. I cannot compare the paddocks – which for me are a little unnatural and I know I should not say that because people cannot understand! Luckily I have people around me who look after this. I think it is easy if you work for a racing team but to be a racing team owner this [paddock presence] is something that gives me some

question marks and doubts. This image we have to believe in is something far away from where I started. I have been here too long!"

DBR: Are you hands-on? I've seen Roger De Coster milling a small tool to help his mechanics. Are you more about the riders because I have seen the reaction that your presence has in the team awning after a session...

MR: "With the riders I find it goes case by case. Some don't need you [the feedback] for a few hours, others like it right away. You have to consider the difference in the characters and the way they also like to work and talk. I also don't think it is useful having me there at all the races."

DBR: Why?

MR: "Because I have to give the people the independence and feeling that they can do



their job without having me saying, looking or judging. I just need to know. I might be 90 per cent aware of the details of the weekend or the training through someone else. My way to participate is through knowing and not necessarily attending."

DBR: Are you technical? Can I send you downstairs to rebuild an engine?

MR: "Not with hands. Again I need to know how someone will attack or approach an issue and it is something I know a lot about in a lot of detail. I don't consider that a skill. I guess I am a development manager rather than the development guy."

Raspanti: "Michele is the boss but also the father figure for everyone, and that doesn't come from the titles but from the interest he has in everyone and wanting to know their view. He is the one that makes the big or final decisions."

He has many responsibilities and it sometimes it is not easy."

DBR: Your team is built like a family because there are people here for many years and with that time comes trust and relationships. Your brothers are also integral – the top part of the pyramid – so is that an ingredient to the success?

MR: "I would say yes. I think so. If I have to make an analysis of the system and the people I have then I feel it is really important. The people themselves and the way we are welded together? Then yes. My brothers are there because they are the best for the job, not because they have to be there and need something to do. Not at all. I would never ask my daughter to be involved."

"I look at the manufacturer and then the job. I do not see brothers, cousins, family, wives. I wouldn't give a sticker to my daughter's >>





The Story of One!



boyfriend just because he is there with her. I am a little bit tough with that and, if you don't know me, you might think 'this guy is bad'! But sorry, it is not a priority for me. The priority is the manufacturer. I have been paid to meet a result and target...and then we look to solve other issues."

DBR: Working with riders: you've had a big mix of characters over the years so when you think about all those athletes and your experiences does it make you smile?

MR: "Yes, of course but it would take 20 days to talk about them in detail. There were some very different people – as in any team – and I had many!"

DBR: Are you an intense guy with them? Could you go up to any of them now and shake a hand and reminisce? Sometimes things don't go well. A rider like David Philippaerts can win the championship but someone like Marc de Reuver doesn't have a good time...

MR: "Yes, yes. Luckily I am fine with all of them and that is very important to me. There is not one person with whom I had to fight or had a feeling that I did not want to pay. There were some tough riders and some easier ones...and Marc, like you say, we are friends...but he was one of the 'special' [odd] ones! Puzar as well was very strange. In a way they were maybe not very professional but they were nice with the people. We chose them and we took them. If it didn't work out then it wasn't their fault or ours. With Marc he only stayed for one year and finally because of the way we work and go for a result we had to try another rider. The rider also might decide to stop and go for another team. I can say that all went okay and I feel that at any place or any time I can be with any of them. On my side there was no problems."

DBR: One rider that I was surprised move on from your team was Gautier Paulin. I think there was even some disappointment from Yamaha and your side. He was only 22 or 23 when he moved to Kawasaki...

MR: "In the past there were some riders I wanted to hire but I couldn't and in the case of Gautier he was one that I strongly wanted to keep in the team but finally he decided to leave. For me it was a big disappointment, probably also for Yamaha. He came to stay for a short time [initially] because he wanted to go to the U.S. We thought it would be for one or two years maximum in MX2 but there was apparently no way he was going to stay in Grand Prix in the future. No option for MXGP or MX1 at the time."

"We knew he was talented and it was a purely sporting decision to take him for MX2. After the first year he wanted to stay and we were not surprised and also delighted. We were still 100 per cent sure he was going to the U.S. when he suddenly changed his mind and he was ready to stay in MX1. He won that race in Fermo – the last of that season [2011] – where we also had MX1 victories with David and Steven Frossard with the same bike and that was the time when Yamaha wanted to prove something about that 450."

"We were the only ones to have three riders in the same team win grands prix with the same bike. We knew from May-June that he wanted to go to MX1 and we were prepared to run three riders because David was under contract and Steven was the only one really fighting Cairoli. Paulin was the future for us. Yamaha Motor Europe made a good proposal and we had the same set-up to change to three in the same class and we had the means to offer the best support technically, humanly and logistically. Everything. But he said wanted to go into a team where he was 'the man, 'the hero', the only one. I said 'we can give you the same, no more, no less, but please stay'. He decided to go, probably for more money also. It was a big shock but it's fine. I'm still okay and friends with him."

DBR: Lastly what about the future? I know he is older but people put you in the same generation as Sylvain Geboers who recently passed over the reins at Suzuki to Stefan Everts. Do you see a day when you will back away?

MR: "It will come and maybe sooner than expected but I don't know when! I am not that important and I don't think things will change too much when I stop. Sylvain was, and is, an icon for many of us as a Team Manager, a rider or just to have an idea of existing in the racing world with a well-run team with good parts and good staff. He was my team manager and from that period 30 years ago maybe I am the only one still going!"

"I don't want to be too long running my own activity and don't think 'I am essential'. That is why very soon I could stop or step back. Emotionally I know I could stop next week but while I am fully supporting and continuing to work then it won't happen. I love motorcycles and to ride enduro and after the Argentine GP I will stay one week because I want to drive a car in the same area that I saw pictures of the last Dakar. I love these things. But like I stopped racing in 1987 – and stop means 'stop' – it will be time and it will be fine."



A SUBSCRIPTION TO DBR STARTING FROM AS LITTLE AS £1 PER ISSUE*

*£1 per issue for the first 3 months

- ☐ *£3 FOR THE FIRST 3 MONTHS (£1 PER MONTH)
- ☐ £2.79 EVERY MONTH AFTERWARDS
- ☐ £28.11 FOR FIRST YEAR (£33.50 THEREAFTER)
- ☐ 45% OFF RRP!

13 ISSUES OF DBR DELIVERED
DIRECTLY TO YOUR DOOR

DIRTBIKE
RIDER

(Please complete in BLOCK CAPITALS)

Title First name

Surname

Address

Postcode

Email

Daytime tel.

Mobile no.

Date of birth

Signature(s)

DIRECT DEBIT PAYMENT OPTION

UK bank accounts only—
Instruction to your Bank or Building Society to pay Direct Debits

Account Name(s):

Account number:

Branch sort code: - -

Name of Bank:

Address of Bank:

Postcode:

Please complete and send this form to:

Subscriptions Team, 4th floor, 26 Whitehall Road, Leeds LS12 1BE

Please pay Johnston Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Johnston Publishing and if so, details will be passed electronically to my bank/building society.

Bank and Building Societies may not accept Direct Debit instructions for some types of account.

TRIALS & MOTOCROSS NEWS AND JOHNSTON PUBLISHING ARE CONSTANTLY RUNNING GREAT OFFERS.
If you are not interested in receiving details of them by email, post, phone, sms or fax please tick here. ☐
If you are not interested in receiving details of offers run by our business partners please tick here. ☐
For your information – for quality and training purposes we may monitor communications.



Originator's Identification Number

8 3 8 6 3 4

YOU CAN ALSO SUBSCRIBE AT
DIRTBIKERIDER.COM/GO/SUBS/DBR
OR CALL **0333 207 0743 (OPTION 3)**

MAXXIS[®] BRITISH MOTOCROSS CHAMPIONSHIP

Supported By

PRO CLEAN
www.pro-clean-uk.com

Stebbing's

BLAST OFF!

The 2016 Maxxis British Motocross Championship powers into life at Lyng . . .

I gnoring all the behind the scenes stuff that makes no real difference to race fans the big changes heading into the 2016 Maxxis British Motocross Championship are the revised schedule and longer motos that accompany it. The thinking behind sending the MX2 class out first is to ensure the correct lines are cut into the track from the off and the two longer motos are something many riders and teams have been asking for ever since the series switched to three 20 minute blasts back in 2010!

To be honest the 'new' two moto format and revised running order works pretty well although it'd be nice if the second MX2 moto could be squeezed in somewhere before the final MX1 clash of the day. Yeah, it probably helps ease car

park congestion somewhat but at Lyng it was like the day faded out rather than ended with a bang.

On track the action was outstanding and although it seemed a little more hardpack than normal Lyng did what it does best and that's offer a true test of man and machine. Plenty of each went pop before the chequers came out and it seemed as though the best man won in each division – Max Anstie, Tommy Searle and Alexander Brown racked up maximums on the day.

Rather than offer up a blow by blow account of what went down – you can read that online at www.dirtbikerider.com the day after each round – we're gonna give you a look at some of the riders who impressed us the most...



MAX ANSTIE —

MX2 1-1

Max Anstie rocked up at Lyng as a fairly last-minute wildcard entrant and absolutely dominated both MX2 motos from start to finish to take home a maximum points haul. It's unlikely that we'll see much more of Max this year in Maxxis action which is bad news for us fans but great news for all the racers who've registered for the full series...



CONRAD MEWSE —

MX2 2-2

Wow! This kid has come on leaps and bounds over the winter and seemed to push Max Anstie quite hard in both motos – although only Anstie will know exactly how hard he was actually trying. Regardless, Mewse's starts and pace were really impressive and he had the fitness to keep on pushing until the very end of both races.



JAMES DUNN —

MX2 4-7

During the past 12 months James Dunn has recovered from what could have been a career threatening injury to the point where he's basically leading the MX2 British Championship if you take the two wildcards out of the equation. There's no denying that James was 'on it' at Lyng after sharpening his skills in the Arenacross Tour throughout the winter and for once the luck went his way n'all – let's hope it stays with him...



TOMMY SEARLE —

MX1 1-1

Tommy Searle looked extremely satisfied as he walked back to the Monster Energy DRT Kawasaki team truck after moto two on Sunday afternoon knowing he'd just absolutely aced the opening round of the Maxxis series. After running a good two seconds quicker than Shaun Simpson in qualifying, Tommy then backed that up with two stunning victories to take maximum points. I've got a feeling this championship is going to go to the wire...



SHAUN SIMPSON —

MX1 2-2

Most people would be fairly content with a solid second overall in the opening round of the Maxxis but not defending MX1 champ Shaun Simpson. It wasn't the scorecard that was so much the issue but rather the performance – "I didn't really 'feel it' this weekend and wasn't 100 per cent," claimed the 28-year-old Scot afterwards. The double defeat certainly adds a little spice to the series as Simpson will no doubt come out swinging at round two which goes down at Canada Heights on April 24.



Images courtesy of MBR Photo-graphic



Competition Innovation Heritage

RINALDI

Competition off-road tyres
www.rinaldityres.com

GRAEME IRWIN — MX1 4-6

If the Buildbase Honda rider proved only one thing at Lyng it was that he's an absolute beast who just will not quit. Irwin motored from outside the top 10 to fourth in race one (passing Kristian Whatley and Gert Krestinov on the very last lap) and made a similar journey to seventh in race two (this time doing Steven Lenoir on the final tour). The speed is there and fitness is not a problem – 2016 could be a great year for Graeme.



BRAD TODD — MX2 7-6

In the unofficial catch-up/pre-race bullshi*ting session us photographers have on the outside of turn one each weekend I'd told anyone who'd listen that Brad Todd was good for a top six in the Maxxis season opener. And he didn't disappoint either running 7-6 on the Planet Advanced Suspension Racing/Braithwaite's Garage Husqvarna to snag a career best fourth overall. For a good while it looked like a visit to the podium was on the cards but James Dunn just about held on to that one. "I was wondering why he was getting a bit rough with me in that second race," joked Brad later.



BEN WATSON —

MX2 DNF-4

The opening round of the championship was a tough one for Hitachi Revo Tru7.com Husqvarna's Ben Watson who after qualifying 15th had his bike grind to a halt as he battled through the pack in race one. Ben bounced back with a fourth in the second moto – the same position he finished in every race at Lyng last year – to take ninth overall on the day and almost surprisingly is only 14 points in arrears of his team-mate James Dunn who is the virtual points leader if you discount the two wildcard entrants.



STEVEN CLARKE —

MX2 DNF-3

If the piston in Steven Clarke's Apico Husqvarna hadn't pat its shants early in race one he'd have been a shoo-in for the third spot on the podium behind the factory Husky boys Max Anstie and Conrad Mewse. Based on his performance at Lyng and what we've seen of him in previous years it's very fair to say that Scuba Steve is a real threat to take this championship.

JAKE NICHOLLS

MX1 8-3

The long awaited return of Jake Nicholls was pretty frickin' awesome as The Reverend dug deep and rode two solid motos – eating Elliott Banks-Browne's roost relentlessly throughout moto one before grabbing a great start and pushing Shaun Simpson to the finish second time out. Fourth overall is a great return to the series for the rider who's basically been MIA for the last two years.



WILL ORRITT

MX1 28-29



SERIES STANDINGS

MX1

- 1 Tommy Searle 50, 2 Shaun Simpson 44,
- 3 Tanel Leok 38, 4 Jake Nicholls 33,
- 5 Graeme Irwin 33, 6 Kristian Whatley 32,
- 7 Elliott Banks-Browne 26,
- 8 Gert Krestinov 26,
- 9 Steven Lenoir 25,
- 10 Brad Anderson 25

MX2

- 1 Max Anstie 50, 2 Conrad Mewse 44,
- 3 James Dunn 32, 4 Brad Todd 29,
- 5 Martin Barr 29, 6 Lewis Tombs 28,
- 7 Matt Bayliss 21, 8 Steven Clarke 20,
- 9 Ben Watson 18, 10 Neville Bradshaw 18

Possibly the tallest rider to line up at a Maxxis round since Ken De Dycker unsuccessfully defended his MX1 title in 2007, Will Orritt is living proof that there is a system and that the system works. Throughout 2015 Will plugged away in the Bell Expert Cup at the MX Nationals to earn his place as a registered rider in the Maxxis. The series not only needs the Expert Cup but it also needs more guys like Will who are willing to put in the time and financial commitment necessary to competing in the British Championship as privateers!



Walker's WHIRL!

WITH JONNY'S TILT AT THE SUPERENDURO WORLD TITLE SCUPPERED BY A BROKEN LEG WE HOOKED UP WITH THE COURAGEOUS CUMBRIAN TO GET HIS THOUGHTS ON THE INDOOR SEASON...

Words and photos by **Future7Media**

Racing motorcycles can be rewarding, inspiring and massively motivational. But it can be incredibly cruel too. A spilt second mistake can instantly erase all the hard work that's been done. At the highest end of competition, riders dance that overly fine line between perfection and failure on a daily basis. As a professional rider it's almost a given that one day you will find yourself on the wrong side of right.

Jonny Walker is currently working his way through that process – righting the wrong. 2015 was a year where Walker couldn't really fail and as the 2016 SuperEnduro World Championship gathered momentum that trend continued as he edged ever closer to a possible world crown.

Not just surviving the first four rounds of the series, Walker fought his way into the lead and with the home

straight almost in sight, he was nine points clear in the championship. But one misplaced footing during the opening practice session at the fifth and penultimate round in Prague saw everything begin to unravel around him.

Despite shrugging it off as a strained muscle and managing to hang onto his championship lead by one point, the damage would prove to be much greater. Sitting in surgeon's clinic in Manchester on Sunday evening post Prague, he was handed the news that he had in fact broken the fibula bone in his lower right leg.

Things weren't looking good, but having come so far, the show had to go on and with less than seven days to recover until the season finale in Madrid, Spain he also knew the odds were stacked against him...

"I put my foot out and it must have landed a bit wrong and that was it. As I rode back to the pits the pain kept increasing. The only thing that bothered me >>



NEW RACE GEAR **2016** FLUORESCENT COLOURS



White/Blue



Yellow Fluo



Black



Yellow Fluo



Black/Yellow Fluo



Green/Black



Orange/Yellow Fluo



Black/Yellow Fluo

P
PROGRIP

MADE IN ITALY

MITO
UK-LTD
www.mito.uk.com

info@mito.uk.com
01202 667323

at that point was the championship really, the idea that I might have lost it there. But I had to carry on.

"I went into the final round in Madrid with a seven-point lead over Cody Webb and just one point over Colton Haaker. With my fractured Fibula it was a bet really. But I wanted to be there and ride. I knew I should have been up there with them, I knew I could've been pushing. I just couldn't get the points needed to make it happen.

"It sucks to lose the championship like that. It's hard really. I know these things can happen to anyone of us but you can't help but feel 'why was it me'. I know I can come back and win the title next year, but that could easily be my second world championship title

instead of the first.

"That was my fourth full season of SuperEnduro. I've gone two, three, three and three again this year. I've never been off the podium. It's a bit annoying but it's pretty good statistics too. I guess it is good but in another way it's not.

"So much of this sport is down to experience. Rewinding back to my very first indoor in Genoa, Italy and I didn't even qualify. I set the fastest lap in practice and then crashed in both my heat races. I just rode out of control. I was in the last chance and didn't get through. I hit a tuff block and went from hero to zero. I was riding wild and needed to calm down a bit.

"The next round in Poland I did calm down a lot. I went from not qualifying to hitting the

podium. In the last round in Barcelona I had to beat Joakim Ljunggren and it all came down to the last race. I beat him and ended up getting second in the championship standings.

"It seems like ages ago now. It was a strange season. In one season I went from not being able to qualify to eventually ending up second overall and that all goes down to experience – learning from the people who are around you. When you race a new discipline for the first time you want to make a good impression but then as the racing goes on you try to learn from your mistakes. I knew I had the skills so I had to figure out how to use them as the season progressed.

"But despite getting second overall in year one it took until France last year to get my first >>



Jonny on...

Colton Haaker

"Everyone knows that Colton works really hard to prepare for the races and improve. He's got a pretty good set-up at his home in the US and is spending so much time and effort training. Overall he has a pretty wild style of riding at the races. I guess riding wild is more like his own thing so the rest of us just have to get used to that."

Cody Webb

"Cody is a brilliant all-round rider and you know that every time he's on the track he's there to win. He doesn't just have the speed, he's also extremely consistent on any kind of track. I know that it's always going to be me and Cody fighting for the win. Cody is a pretty grounded guy as well and we get along really well."

Taddy Blazusiak

"Taddy is such a legend of SuperEnduro. He's won the title six times now so in a way he's made the sport what it is right now. I don't think he's got any worse this year, it's just that the level of everyone else has gone beyond the roof really. I know he got injured this year but I think next year he'll come back stronger."

WORLD'S BIGGEST RANGE OF OFFROAD HELMETS



**WULFSPORT CUB
ADVANCE HELMET**
RRP £59.95
7 COLOURS



**WULFSPORT
CUB K2 HELMET**
RRP £54.95 6 COLOURS

**RRP
£39.95**

**WULFSPORT CUB
CROSSFLITE-XTRA HELMET**
7 COLOURS



NEW
Arena Helmet



**WULFSPORT
ADVANCE HELMET**
RRP £59.95
6 COLOURS



**WULFSPORT
LIBRE HELMET**

**WULFSPORT
STARFLITE HELMET**
RRP £54.95



**WULFSPORT
FLITE-X HELMET**



**WULFSPORT
LIBRE-X HELMET**
RRP £69.95
6 COLOURS



**WULFSPORT
AIR-5 HELMET**



**WULFSPORT
FLITE HELMET**



**WULFSPORT
PRIMA SPEED HELMET**
RRP £64.95 4 COLOURS



**WULFSPORT
PRIMA HELMET**



**WULFSPORT
PRIMA 2 HELMET**



**WULFSPORT
TRIALS AIRFLO
PLUS HELMET**
RRP £54.95
Adult and Kids



WULFSPORT TRI-ACTION HELMET
RRP £59.95 4 COLOURS



Fibreglass composite
WULFSPORT ARENA HELMET
RRP £69.95 5 COLOURS

WULFSPORT ACTION HELMET
RRP £54.95 5 COLOURS

WULFSPORT INTERNATIONAL

WULFSPORT INTERNATIONAL, JOSEPH NOBLE ROAD, LILLYHALL EAST, WORKINGTON, CUMBRIA, CA14 4JX, G.B.
TEL; +44(0)1900 873456, fax; +44(0)1900 870663 www.wulfsport.com, wulfstores2@yahoo.co.uk

UK'S TOP SELLING OFFROAD RACEWEAR



Good starts have been key to Walker's run at the title

overall victory in SuperEnduro. I'd won races but never strung a full night together. To go out and show I can do a full night of racing for the win was awesome. I guess the speed was there but finally I proved that I also had the consistency.

"At the moment I don't feel more of a SuperEnduro guy, I just think I can do both indoor and outdoor racing equally well. I love the indoor races and I wish I could just do that but the outdoor racing is where I made my name and that's where some of the biggest races in the world are.

"It's a bit of a hindrance for me to be an extreme guy racing indoors during the winter. I can't do as much training as Cody, Colton or Taddy Blazusiak for the indoor stuff. For them boys, indoor enduro is all they ride, whereas I struggle to get my speed back. But at the same time I'm happy doing both. To be honest, I'd rather do that as it gives me a change during the season. Besides, I'm more of an all-around rider so I can adjust better to any kind of condition or track in SuperEnduro.

"It hasn't been easy living in England trying to practice for SuperEnduro but I'm fine with that now. If I wasn't I'd consider moving back to France or something. But it's working well now. I can ride the techy stuff so I just need to ride motocross to build on the speed element of SuperEnduro.

"The sport has changed massively over the last four years. The tracks have gone from purely trials stuff to becoming more jumpy. I think this year has been the best in terms of tracks and a lot of it boils down to Paul Edmondson. As the FIM track manager Paul's worked hard to make the tracks faster and jumpier this year and that helped a lot for some good racing.

"Having Paul at some of the rounds was good. You had someone who listened to the >>



riders and could make some changes for the best. The truth is the FIM guys or the local organisers don't really know what they're doing sometimes.

"We've seen some organisers watering parts of the tracks this year but I think that's stupid. They put a huge effort to build the track and then water it. Everything gets sketchy with bikes carrying the mud all-over the place.

"Parts like the log matrix or the rocks become dangerous. When wet we have to tip toe around them because there's simply no grip. A track without water makes better racing than a track with water. I think Paul gets that. He's ridden the tracks and he's building tracks himself so it was good for everybody really. Ideally Paul needs to be at every round next year.

"It was definitely good to see so many American guys come and compete in the SuperEnduro series this year. Having them there is creating more exposure and interest in the

series in the US. The FIM try to make the series global by adding races in Argentina or Brazil. In my opinion it'd be great for the sport if we could have two rounds in the America instead.

"It's not like MXGP where they don't really have the top Americans racing it so they don't really get that many people going to watch the US rounds. But we have the best Americans racing the SuperEnduro series so I think any round in the States would get loads of people watching.

"It might also help to get some more American riders to the series instead of the small grids we get in the South American rounds. Besides the EnduroCross series doesn't kick off until later in the year, there's space to make it happen. Two rounds of the SuperEnduro series in the States would be great.

"Looking back at the last four months and my 2016 SuperEnduro season has

Jonny airs it out over a huge double in Poland's practice session



Jonny battled through the pain but ultimately came up just short



been by far the best one of my career. For the majority of it I was happy with the way I was riding. I was fast. I was consistent. I felt like my riding had matured a lot.

"I knew that even with a bad start I was still able to win. I just had to avoid the chaos in the first few laps and then make my way to the top. It felt like all the experience I'd collected from indoor racing helped me ride smart and avoid making mistakes. It was probably the first time in my SuperEnduro career I felt like that.

"In the first two races I was second overall each time and only one point from victory. After Poland and Germany there were only two points behind Cody and I for the championship lead so I was close to my goals from the start of the series.

"Then that overall win in Argentina turned everything in my favour. I wasn't making any mistakes and my riding was solid. I don't think I even crashed that night. I got a bad start in the

last race but still rode right back onto Cody's wheel for second. Winning the overall to get an 11-point lead in the standings was a definite season highlight.

"But as quickly as it comes good it can turn equally sour in SuperEnduro. And despite hardly putting a foot wrong for four rounds, it was ironically one wrong foot in Prague that cost me a shot at becoming world champion.

"It nowhere near a big crash, it was one of those low-speed ones that I've had like a million times before. It was just an unlucky moment. Like I said, it sucks to lose the title in the manner I did. But the fact I could beat both Cody and Colton while staying consistently smooth is good.

"They can both get pretty explosive at times. This year I proved I could be consistently smooth, whereas they both kind of have to ride above their limit to raise the game. And that shows me the title could have been mine."



BURNICLE'S BEAT

SWISS



*Andre Malherbe wins race-long
duel with Graham Noyce but
loses the overall on time*

+ORY!

THE HISTORY OF THE SWISS GP..

Words and photos by Jack Burnicle

The Swiss Grand Prix used to be one of the most eagerly anticipated rounds of the motocross season. Although they had no 'home' front runners vast crowds would turn out for one of the few major motorsports events allowed in this wealthy landlocked financial hub of Europe.

Pre-war the beautiful four and a half mile road racing circuit at Bremgarten, outside Berne, held motorcycle races in 1931 and, from 1934 until 1939 hosted Swiss car racing grands prix as part of the European series that preceded the current Formula One world championships. Dominated largely by Adolf Hitler's Auto Union and Mercedes Benz 'Silver Arrows', great drivers like Bernd Rosemeyer and Rudolf Caracciola triumphed round its treacherous tree-lined curves.

Then when racing reawakened post-war Switzerland hosted the second ever motorcycle grand prix (after the Isle of Man TT) of the original 1949 world motorcycle racing championship, Britain's first world champions Les Graham (500 AJS) and Freddie Frith (350 Velocette) among the winners.

A year later Switzerland also joined, as one of just seven rounds, the first ever F1 world championship. Swiss aristocrat Baron Emmanuel de Graffenreid, a privateer racing Maseratis and Alfa Romeos, was among the leading drivers and thrice finished top six at Bremgarten while the world champions of those early days, Farina, Fangio and Ascari were victorious there. Meanwhile Britain's two-wheeled stars stamped their authority on this dynamic but dangerous circuit, Les Graham and Fergus Anderson each winning three times there and Geoff Duke twice.

But that all changed in 1955, in the wake of the Le Mans disaster in France. A high-speed start straight collision just two hours into the legendary 24-hour world endurance sports car race catapulted Pierre Levegh's Mercedes Benz into the packed grandstands, killing 85 spectators. The Swiss government promptly cancelled the Swiss motorcycle and Formula One grands prix and banned all forms of tarmac road racing for the foreseeable future. So motocross emerged as the one world class motorsporting discipline accessible to Swiss petrolheads.

And sure enough, when the 500cc world >>



IT FEELS INVISIBLE. YOU FEEL INVINCIBLE.

Featuring the Human Motion® hinge system, the KB knee brace uses patented synthetic ligaments to provide durable, secure motion for an incredibly natural feel. The lively polymer hinge and lightweight pre-preg carbon fibre frame combine to create a chassis that feels like a part of you. The KB also features a modular design, allowing you to add or remove impact panels for multi-sport versatility.

pod
PODKNEE.COM

KB THE ULTIMATE TECHNOLOGY

- | | |
|--|--|
|  Human Motion Natural knee support |  Total Comfort Zero Pressure points |
|  Precise & Secure Uncompromised fit |  Carbon Frame Light and low profile |
|  Multi Sport One brace for all |  Lightweight 490 Grams |
|  Medical Device Confidence |  12 Warranty 12 Months |

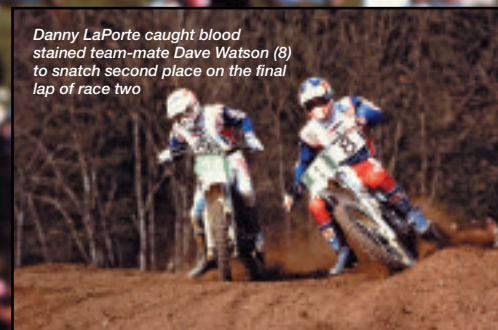
DISTRIBUTED IN THE UK & IRELAND BY
MADISON:UK



Eventual world champ Danny LaPorte finished behind rival Georges Jobe in the second moto of the 1982 Swiss GP at Payerne



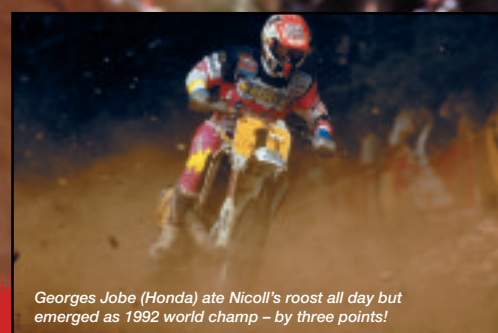
Honda new boy and 500GP rookie Andre Malherbe (5) grabs the holeshot



Danny LaPorte caught blood stained team-mate Dave Watson (8) to snatch second place on the final lap of race two



Fans get behind Gerard Rond during his winning ride



Georges Jobe (Honda) ate Nicoll's roost all day but emerged as 1992 world champ – by three points!

championship was launched in 1957 Switzerland featured, Belgian Nic Jansen (Matchless) victorious just outside Geneva. 1961 saw the move to its most famous venue, Payerne, a fabulous fast frolic around sweeping hillsides in the west of the country. In fact beautiful grassy high-speed venues were the order of the Swiss mould, often opening and sometimes, crucially, closing a world championship season. And they attracted huge audiences starved, to this day, of their tarmac alternative!

In 1962, when the fabulous open slopes of Wohlen welcomed their first 500GP Switzerland also participated in the inaugural 250cc world championship season, Englishman Jeff Smith (BSA) victorious at Lausanne. Wohlen also hosted the season-ending Motocross des Nations, where Brits Don and Derek Rickman and Smith lost out to Sweden. 'Smithy' would return to conquer Wohlen's 500GP in 1965 and the MX des was back there in 1973, Belgium this time defeating the Swedes. Wohlen's third and final MX des, in 1982, was famously dominated by flamboyant American Danny 'Mago' Chandler, who led the Yanks to their second success.

Except for a trip to Broc, in western

Switzerland, in 1966 Payerne and Wohlen shared 250 and 500cc Swiss honours while 1976 saw the arrival of a Swiss 125GP at Schupfart in the extreme north, right on the German border. Gaston Rahier's rapid factory Suzuki triumphed and the little Belgian did it again a year later, when the blistering, swooping hillsides of Roggenburg made their whirlwind debut.

1978 then introduced a very different Swiss circuit to the 125 calendar. It was the first GP I ever flew to, sited so close to Geneva airport that I walked from airport to track on a boiling hot afternoon carrying holdall, camera case and sleeping bag! Unusually for a Swiss venue Meyrin was flat, blue-groove and slick and peppered with fast ramped jumps. Youthstream would love it! Stylish Dutch ace Gerard Rond, on a lightning-quick water-cooled Yamaha, won after two terrific contests with Rahier. Lithe French teenager Jean-Michel Bayle (Honda) would also triumph there when the 125s returned in 1988.

Roggenburg hosted the 1981 250cc Swiss Grand Prix, won by Georges Jobe's Suzuki, the same year the 125s introduced Frauenfeld for the first time. Eric Geboers (Suzuki) triumphed and a year later Frauenfeld witnessed an

historic winning visit from US superstar Johnny O'Mara. 'The O'Show' found himself with a spare weekend in his AMA schedule, flew over to Switzerland and demolished the Europeans on his factory Honda!

A year later German giant Rolf Dieffenbach (Honda) won the only ever 250GP to visit Frauenfeld. And in 1984 Michele Rinaldi (Suzuki) won a 125 round at Roggenburg. The 125s ventured to another new venue at Rothenthurm in 1987, where Davey Strijbos won for Cagiva, but otherwise the perennially popular trio of Payerne, Wohlen and Roggenburg dominated annual 250 and 500cc epics.

Payerne became a traditional season-opener, its 500cc GPs won by 1970's legends Bengt Aberg, Heikki Mikkola, Roger De Coster and Gerrit Wolsink. Swiss 250cc GPs fell to Joel Robert – four times! – Hakan Andersson and Jobe twice, and Mikkola, Harry Everts, Jim Pomeroy and Guennady Moisseev. The first round of the 1983 500cc world championship at Payerne proved a false dawn for HRC's fading Lothario Graham 'Rolls' Noyce, who beat team-mate Andre Malherbe in a dramatic tie-breaker, then, drunk as a skunk, trashed a local restaurant that night, to the utter dismay of the motocross-loving patron. >>

Imperial CAR CENTRE



Volkswagen Crafter 2.0 Tdi 143ps Sportshome

£34,995 Choice of 2 designs. Orders being taken.



Mercedes-Benz Sprinter
2.1 3.5T Van
£38,000 inc VAT



Volkswagen Crafter
2.0 TDI 163PS High Roof Van
£39,995 plus VAT



Volkswagen Crafter
2.0 TDI 136PS High Roof Van
£36,995 plus VAT



Volkswagen Transporter
2.0 TDI 102PS Startline Van T5
£36,995 inc VAT



Volkswagen Transporter
2.0 TDI 102PS Trendline Van
£36,500 inc VAT



Volkswagen Transporter
2.0 TDI 102PS Trendline LWB
£35,000 inc VAT



Volkswagen Transporter
2.0 TDI BlueMotion Tech Startline
£19,995 plus VAT



Volkswagen Transporter
2.0 TDI 102PS Startline Van
£19,500 plus VAT



Volkswagen Transporter
2.0 TDI 102PS SWB
£19,995 plus VAT

We are a family-run business with over 20 years motor trade experience offering a fantastic choice of hand-picked, quality used vehicles

01724 867000 07970 720795 www.imperialcarcentre.co.uk

All prices include VAT

DONCASTER ROAD, SCUNTHORPE, LINCOLNSHIRE DN15 7DB



Two years on Wohlen hosted a drama packed final round that decided the season long duel between Honda team-mates Andre Malherbe and Dave Thorpe in a filthy wet sea of mud. Andre won the grand prix but David lifted the first of his three world titles in a precarious second moto!

Six months later Payerne, scheduled as the opening encounter of 1986, suffered a major snowstorm. As we weaved our way steeply uphill through wooded mountain roads towards the track on race morning an increasingly blinding blizzard swirled around us. The event was eventually abandoned altogether after a vain attempt to run Sunday morning timed training and we all drove dejectedly home!

But huge, enthusiastic crowds continued to pour through the gates despite their home riders never featuring at the front. While Switzerland produced the best sidecar exponents in the world, solo privateers like crowd-pleasing high-flyer Serge David, Marc Ristori's dad Louis and Arnaud Tonus's old man Jean-Charles 'Charlie' Tonus peddled their wares mid-pack, though the latter did score a top 10 finish at Roggenburg's final

round in 1987.

Jacky Vimond (Sonato Yamaha) achieved a Swiss 250GP hat-trick between 1984 and 1986 at Rothenthurm and Payerne and Trampas Parker won back-to-back rounds there in 1990 and 1992. Payerne's 1989 season-opener brought victory and an early world title lead for Kristian Whatley's dad Jeremy (Suzuki) and ultimate 250cc world championship success for South African Greg Albertyn, on Jan de Groot's Honda, in 1993. Meanwhile KTM wizard Kees van der Ven won the last 500cc round of 1987 at Roggenburg and six months later Thorpe endured a wounded back and busted ribs at 1988's first round in Payerne after being wiped out by Max Anstie's dad Mervyn. Kurt Nicoll, on a Kawasaki, won the first of his three Swiss 500GPs that weekend.

Thorpe hit back at Wohlen in 1989 and ebullient American Billy Liles (Kawasaki) conquered Payerne in 1990. But Thorpe never prospered there and his luck soured again in 1991 when his Kawasaki snapped a crank, catapulting him over the bars on landing from a fast uphill jump. Whatley wrecked his wrist in timed training and Nicoll, now on a KTM, won

the day.

18 months later Nicoll also won a gripping last 500GP of 1992 at Roggenburg only to be tearfully piped to the world title by two points by a poised, purposeful Georges Jobe – the Belgian's fifth world crown. Georges came out of retirement to run the number one plate for the last and decisive grand prix of 1993 round a beautiful Roggenburgesque venue in the hills overlooking the city of Geneva.

There, in another repeat of Swiss MXGP history, Swede Jorgen Nilsson (Honda) won a dramatic race but lost the world title by three points to lanky Belgian Jacky Martens on a four-stroke factory Husqvarna. Gert-Jan van Doorn (Honda) scored his only ever 500GP victory at Payerne in 1994 before Nicoll's triumphant return to Roggenburg, when he led Great Britain to a sensational victory in the Motocross des Nations, he, Rob Herring and Paul Malin ending America's 13 year reign!

Current KTM team manager Joel Smets and his big booming Husaberg won at Wohlen and Payerne before Kiwi Darryl King's Husqvarna flourish at Payerne's swansong in 1998. 125 world champion elects all enjoyed successful >>

Roger Harvey (Beamish Suzuki)



1982 MX des Nations at Wohlen
Exuberant Yank Danny Chandler
(Honda) scored an historic double race
win in the 1982 MX des Nations at Wohlen



1979 500GP at Payerne
Reigning champion
Heikki Mikkola (Yamaha)
soars to victory



1983 250GP at Frauenfeld
Big Rolf Dieffenbach, riding
for Honda Germany, will be
the last man to win a GP at
Frauenfeld – until this year!



Gerard Rond (Yamaha)
beat reigning champion
Gaston Rahier (Suzuki) after
two blistering duels round
fast, flat blue-groove on a
scorching day



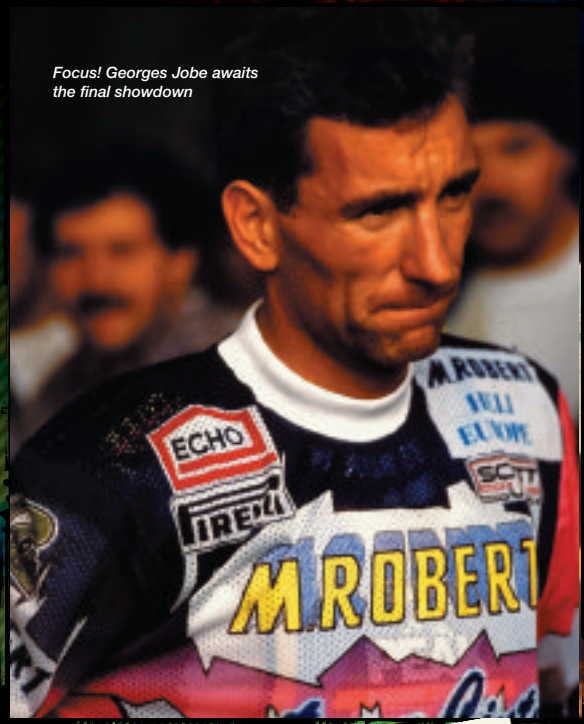
Mervyn Anstie leads
Jacky Martens
(Husky 2) and
champion elect
Georges Jobe



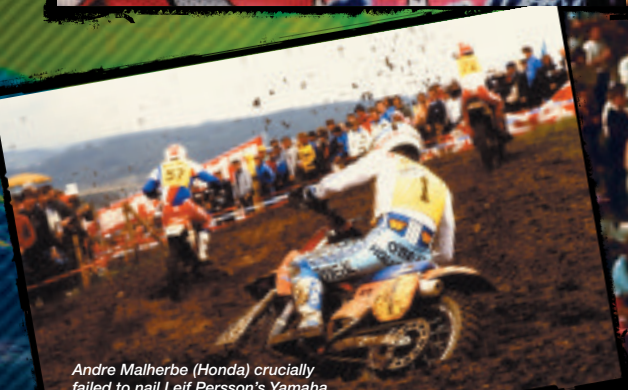
Jean-Jacques Bruno (Suzuki 9) holeshots from Hakan
Carqvist (Yamaha 8), Andre Malherbe and Graham Noyce
(Hondas 5 and 4), Neil Hudson (Yamaha 3), Harry Everts
(Suzuki 19) and Maurizio Dolce (Honda 35)



Focus! Georges Jobe awaits the final showdown



Andre Malherbe (Honda) crucially failed to nail Leif Persson's Yamaha in the 1985 500GP showdown



Newly crowned 1993 world champ Jacky Martens crosses the line to an emotional reception

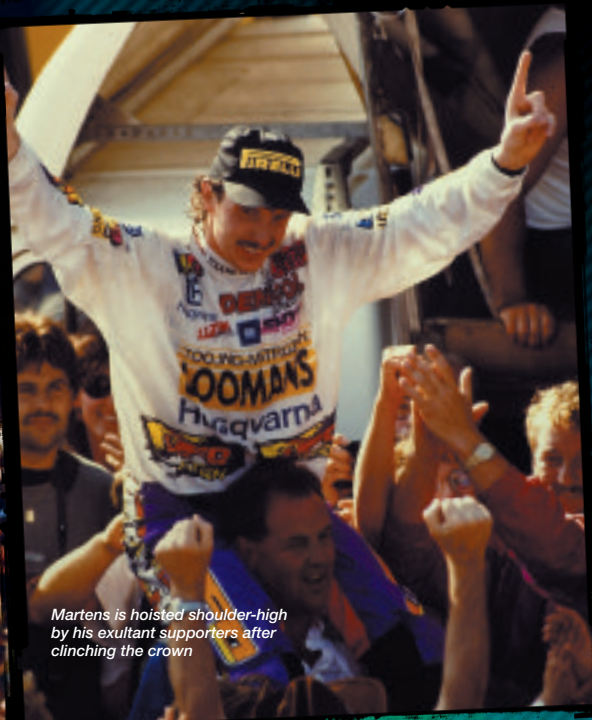


Fabi and Georges Jobe celebrate a fifth world title



1993 500GP at Geneva: History repeats as Jorgen Nilsson (Honda 7) holeshots and wins but lose the world title – by three points! – to Jacky Martens (Husqvarna 11)





Martens is hoisted shoulder-high by his exultant supporters after clinching the crown



No love lost there then! Noycey and his green willies gets the verdict over Malherbe (left) and Andre Vromans

trips to Switzerland for the four rounds held during the 1990s, Donny Schmit winning at Wohlen in 1990, Stefan Everts following his dad Harry into the record books at Roggenburg in 1991, Sebastien Tortelli taking the spoils in 1996 and finally Alessio Chiodi seeing out the century back at Roggenburg in 1999. Frenchman Tortelli was also the last Swiss 250GP winner of the 1900s at Roggenburg in 1998 after fellow Frenchmen Yves Demaria and Frederic Bolley and, inevitably, that man Everts had also triumphed.

But Payerne never stood a chance against the advancing juggernaut that was Guiseppe Luongo's Action Group. Its humble old-school paddock, entered downhill via a steep, narrow grass ramp, always suffered in bad weather.

One year, having slithered into the sodden field, Shaun Simpson's dad Willie darted off into the night and 'borrowed' a tractor from the local farm to heave his Fiat truck into position. After returning this handy device Willie reappeared hotfoot and we lay low, lights out, while an angry farmer stormed round the paddock hammering on van doors!

After staging 33 memorable Swiss MXGPs across almost four decades, Payerne melted into international obscurity. Only Roggenburg survived to see in the new millennium when two other current team bosses, Pit Beirer (250 Kawasaki) and Marnicq Bervoets (500 Yamaha), both triumphed on the last day of the season. Finally, in 2001, the 125s joined in for that dreadful one race per class triple-header format

on August 12th. A good day for the Brits, it saw Jamie Dobb (125 KTM) win his race, Gordon Crockard (250 Honda) second ahead of Chad Reed and Bervoets beat Everts in the 500 class.

Since when, for 15 years, Switzerland has been deprived of motocross as well as road racing grand prix action – until 2016! Frauenfeld, sited in the north-east close to the German border, witnessed victories for Eric Geboers, Johnny O'Mara and Rolf Dieffenbach during its purple patch between 1981 and 1983. And this season, 33 years on, sees the venue return on a traditional Swiss GP date in August. Even better, motocross now boasts world class Swiss athletes like Jeremy Seewer and Valentin Guillod to entice those enthusiastic crowds back!

MXGP



METAL!

**SOME OF THE WORLD'S
FASTEST DIRT BIKES OILED
UP AND LAID BARE FOR
YOUR VIEWING PLEASURE...**

Photos by Ray Archer

YAMAHA

**ROMAIN FEBVRE'S
Monster Energy Yamaha Factory
MXGP Team YZ450FM**





ALEKSANDR TONKOV'S
Wilvo Standing Construct Yamaha
Official MX2 Team YZ250F



VALENTIN GUILLOD'S
KEMEA Yamaha
Official MX Team
YZ450F



KAWASAKI



CLEMENT DESALLE'S
Monster Energy Kawasaki
Racing Team KX450F-SR



DYLAN FERRANDIS'
Monster Energy Kawasaki
MX2 KX250F-SR



TOMMY SEARLE'S
Monster Energy DRT Kawasaki KX450F



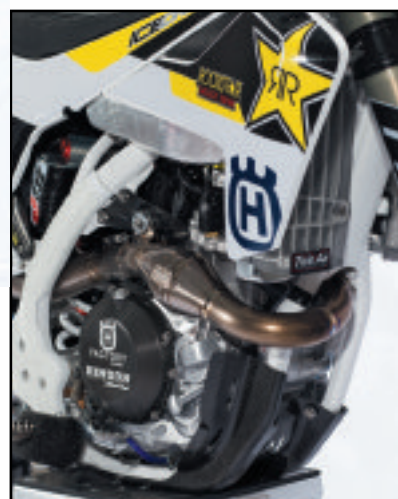
**IT IS NOT ALWAYS
THE BAD GUYS THAT
CHOOSE A LIFE
BEHIND BARS.**



DISTRIBUTED IN THE UK & IRELAND BY
MADISON:OR

www.odigrips.com

MAX NAGL'S
Rockstar Energy Husqvarna
Factory Racing FC450



HUSQVARNA



MAX ANSTIE'S
Rockstar Energy
Husqvarna Factory
Racing FC250

AMS

MOTORCYCLES

VISIT US

AMS MOTORCYCLES, (J9 M5) OAKFIELD CLOSE,
TEWKESBURY BUSINESS PARK, TEWKESBURY, GL20 8PF

ORDER LINE

01684 292929

ONLINE

AMS4KTM.CO.UK

ALL 2016 SX MODELS IN STOCK! **VERY LIMITED NUMBERS DEPOSIT TO SECURE**

DETAILS HERE: www.ams4ktm.co.uk/new-bikes



**50 & 65 SX
1 LEFT IN STOCK**



**85 SX
0% FINANCE**



**250 SX-F FACTORY
0% FINANCE**



**450 SX-F FACTORY
0% FINANCE**



WP SUSPENSION **NOW & SERVICE CENTRE OPEN**

FACTORY TRAINED TECHNICIANS PART EXCHANGE WELCOME

£500 OF FREE POWERPARTS/WEAR ON THE FOLLOWING 2016 BIKES:



85 SX



250 SX



250 SX-F



350 SX-F



450 SX-F



[FACEBOOK.COM/AMSMOTORCYCLES](https://www.facebook.com/amsmotorcycles)



[@AMS4KTM](https://twitter.com/AMS4KTM)





EVGENY BOBRYSHV'S
Team HRC CRF450RW

HONDA



TIM GAJSER'S
Team Honda Gariboldi Racing
CRF450RW





TRACK OUTFITS

£119

Pant & Shirt



PERFORMANCE OUTFITS

£144

Pant & Shirt



TITANIUM OUTFITS

£174

Pant & Shirt

Order email: lee@brpimports.com
Phone Orders: Lee 07973 962783



**BEN TOWNLEY'S
SUZUKI WORLD MXGP
RM-Z450WS**

SUZUKI



**JEREMY SEEWER'S
SUZUKI WORLD MX2
RM-Z250W**





TONY CAIROLI'S
Red Bull KTM Factory
Racing 450 SX-F



KTM



JEFFREY HERLINGS'
Red Bull KTM Factory
Racing 250 SX-F





SHAUN SIMPSON'S
Wilvo Virus Performance
KTM 450 SX-F



ADAM STERRY'S
Wilvo Virus Performance
KTM 250 SX-F

PROBLEM!

**YOU DON'T NEED TO HAVE A STRING OF TITLES
TO SET A GOOD EXAMPLE TO UP-AND-COMING
RACERS AND THE NEXT GENERATION COULD
DO A LOT WORSE THAN LOOKING AT
STUART EDMONDS FOR INSPIRATION...**

Words by Sean Lawless Photos by Nuno Laranjeira





After a short sabbatical Stuey's back on TMs again and running the 162ey n'all

Motocross isn't just about winning races and taking titles. Every kid twisting the throttle at the weekend dreams of being a champion and, sure, the Shaun Simpsons and Tommy Searles of this world are role models to a generation of ambitious young racers but you don't need a string of championships to make an impact.

Look below the top five in the results from a Maxxis round and you'll find a list of dedicated, hard-working racers. These are talented athletes who do much more than make up the numbers – they are riders who exemplify the

qualities needed to succeed in the toughest sport on the planet.

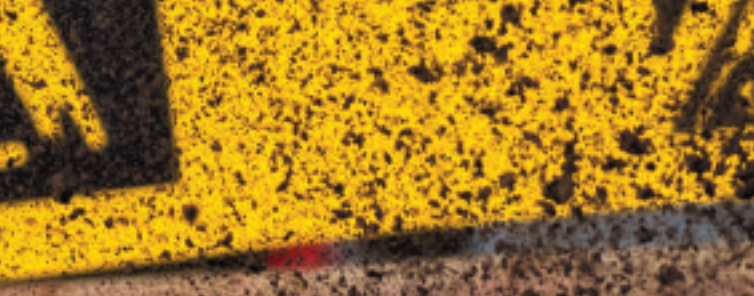
They may not win championships but without them there would be no championships and week-in, week-out you can find them laying it all on the line.

Stuart Edmonds is one such rider. The 27-year-old Dubliner has raced all over the world, represented his country six times at the Motocross of Nations and scored GP points but has never quite managed to get a foot on a Maxxis podium. Despite this he's still a role model to younger racers and an ambassador for his sponsors and, as a polished professional, these are

responsibilities he takes seriously.

"Obviously, the key thing is to win races and championships," he says, "but ever since I was younger I used to look up to better riders and that's what I want to be for the younger kids, someone to look up to. I want to be able to help kids and be that guy that everyone enjoys talking to, the person who gives sponsors something else. To have businesses want to sponsor me not just because I'm racing a bike but because I actually push the products and I enjoy doing stuff like that."

There's no doubting his popularity – with the fans and within the industry – and for 2016 he's renewed his long-standing relationship



The Dubliner is always keen to don the gold, white and green for the MXoN



Moody skies at the opening round of the MX Nationals



ROLE MODELS

Stuart's heroes . . .

"Back home I looked up to a really good rider from the south called Mark Farrelly – he's actually one of my sponsors now. I think all the kids looked up to him back then. He rode some GPs and internationals and he actually got some good races in at the GP at Cork and across the water in the des Nations and stuff like that.

"He was my main idol when I was younger and as I got older it was more Gordon Crockard, Stefan Everts, Adam Lyons and Brian Steele – riders back home and, obviously, Everts who was silky smooth and I loved watching him ride."

with TM following a four-year stint on Japanese machinery, racing the Italian manufacturer's 450Fi on the Metcon CCR team.

"Being back on the blue bike is great for me this year. They've completely changed the bike compared to what I've been used to riding the last time I was on one. They've reversed the tank and the air intake so it's more like the Yamaha and they've changed the chassis.

"When I was just running it in I was saying to myself 'there's no way this can feel this good', then I went to a real rough track and banged out a 20-minute moto straight away. Usually you spend the first couple of weeks over the winter chasing your tail but I felt good on the

bike immediately.

"Ever since I took to the small wheels I was on a TM, all the way through to 2012 when I changed to a Tyco Suzuki. They're a great bike and Nick and Gavin Craigie have helped me for so many years. I wouldn't be where I am now if it wasn't for them boys and, obviously, my mum and dad, my girlfriend Jemma and all my sponsors who have helped me over the years."

Stuart's season got off to a solid if unspectacular start at the opening round of the Maxxis with 11th overall at Lyng but he's confident that there's much more to come.

"I know I'm a top-10 contender in MX1 but I feel that if things go right and I keep going the

way I'm going I could probably push for top five. I know I can mix it with the guys up there but it's going to be hard – the class is stacked out – but I believe in myself that I can run with the top-five guys. The work ethic I've got – I've completely changed everything over the wintertime and went a whole new way with training."

His confidence comes off the back of a tough 2015 racing the German ADAC championship which, despite a mixture of highs and lows, has revitalised his approach to motocross.

"At the end of 2014 I had a crash – I mistimed a jump and smashed my ankle at a race down in Cork. It was a big injury for me and I was >>



SHERCO
Motorcycles



Never scared to try something new Edmonds was a regular in the British Sprint Enduro series



down in the dumps. I'd been speaking to a few people trying to get some things sorted but I couldn't get anything going and I was actually thinking about hanging up the boots, that's how bad it was.

"I was speaking to a girl called Reanne Soper and she knows a good few teams and has been involved in the motocross industry for a long while. She said to me that I should go across to Europe to race. I was like 'I don't even know anybody, how am I going to do that?' and she said she'd speak to a few people.

"Probably within the hour Alex Karg from KMP Honda messaged her saying they were looking for a rider. He wanted a top-10, top-15 contender who would be able to ride the ADAC and some GPs so that's how we got in contact."

The pair hit it off immediately and the deal was done, giving Stuart fresh motivation after a decade of racing in the UK.

"Before I went to Germany I was kinda stuck in a rut, just racing with the same people. I still enjoyed racing but I lost a bit of fire in my belly

and I lost a bit of fight in me I think over the years just constantly doing the same thing. I knew I was capable of being up the top and I just wasn't achieving the results.

"When I went to Germany it gave me a new lease of life. It was new riders, a new team and completely new tracks and it gave me a bit of a kick up the hole which I really needed.

"The actual year itself was brilliant, the experience was unbelievable, the championship was so good – the ADAC series is just like being at a GP. There's between 60 and 70 riders for the pro class trying to qualify and they've got full groups of under 23s and 85s as well.

"At some of the events there were between 10 and 20,000 people and that was an eye-opener for me – you wouldn't even get that at a GP – and they would all come to watch the racing and at night there would be dancing. They start the night off sat down drinking their beer and you come back in an hour and they're all standing on the tables, dancing and kicking away, singing along – it's unbelievable to witness that."

EARLY DAYS

Making of a motocrosser

With his dad Ian an Expert-grade racer – nicknamed the 'Holeshot King' because of his starting prowess – it was pretty much inevitable that Stuart would continue the family tradition.

"My dad got me a bike when I was about three or four – it was a Malaguti – and we just went from there. I rode for a good few years, just practising with my dad, before I started racing. He wouldn't let me race for a long, long time. I was eight when I had my first race on a Kawasaki 60.

"I mostly stayed down the south until I was 13, then we started going up to Northern Ireland. When I began to do a bit better, then I started doing the Irish and Ulster championships. In my second year on the small wheel my dad decided to bring me across to the UK and ever since then we've rode every year in the UK as well as Ireland."

Racing alongside the likes of Chad Yarranton, Alex Snow, Ashley Wilde, Adam Chatfield, Martin Barr and current WSB champion Johnny Rea, Stuart was never out of his depth but national titles eluded him.

"We did all the championships – the BYMX, the Future West Supercross, the Ken Winstanley series – as well as racing back home so we were doing an awful lot of racing. I was probably racing every single weekend.

"I didn't really win any championships but I did okay and won some races in the small wheels. The competition back then was unreal. We had group A and group B qualifying for the small and big wheel 85s so there were 60 riders trying to qualify which I think brought the racing much closer. If you fell off or made a mistake you would go from fifth to 15th very quickly. The racing was always very close."

After moving into the adult ranks in Ireland aged 15, Stuart got his first taste of British championship racing as a 16-year-old on a 125 at Desertmartin.

"That was an eye-opener," he says. "I'd never actually really been to a massive race other than the BYMX and I got to Desertmartin thinking I'd go well. Obviously you had to qualify back then and I did one lap which I thought was fast and I was miles off the qualifying time.

"Everyone was cutting each other up and I was in against the likes of Adam Lyons, Stephen Sword, all the top guns. It was hard for me to get my head around it but I just about got in which was the highlight of my year, just to get into the Maxxis and obviously then do the races. So it was a big eye-opener for me but it was good experience and I haven't looked back since."



>>

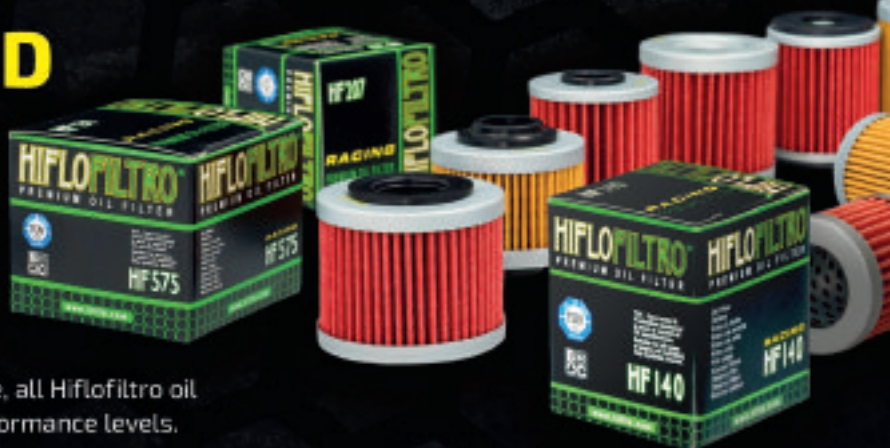
HIFLOFILTRO

PREMIUM FILTERS

TÜV APPROVED OIL FILTERS

Hiflofiltro is the world's first
and only TÜV approved oil filter.

Constructed using the best materials available, all Hiflofiltro oil
filters meet or exceed original equipment performance levels.

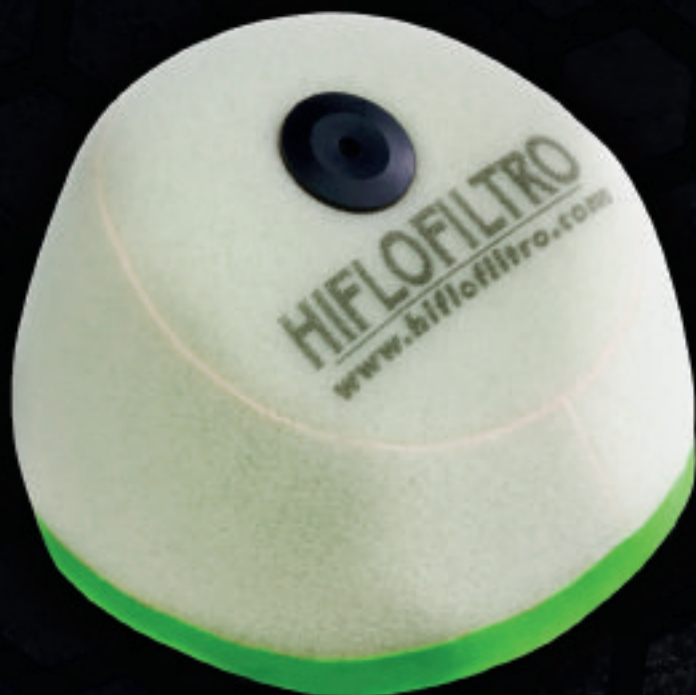


RACE PROVEN DUAL-FOAM AIR FILTERS

Reusable and easy to clean. Final
construction of Hiflofiltro filters uses a
specially formulated adhesive that is
unaffected by repeated cleaning and oiling
cycles, ensuring a long filter life and reliable
engine protection.

Hiflofiltro Dual-Stage foam filters are
designed to increase airflow into the intake,
maximising the power available from your
engine. Flow bench tests have proven that
dual stage filters provide increased airflow
while reducing the tendency to clog.

Formulated for maximum performance and
top filtration at optimum flow, giving you
the power to win.



The world's only TÜV
approved oil filter

www.hiflo.com



HIFLOFILTRO

RACING

Hiflofiltro is a product of Bike Alert plc



Edmonds acquitted himself well during the 2013 Arenacross Tour



Stuey gets his scrub on at Foxhill



Battling away at Lyng's Maxxis season opener

OFF THE BOX

Near misses . . .

Stuart's best British championship season – so far – came in 2012 when he joined the Tyco Suzuki by TAS team and finished the year in eighth in MX2.

"It was a very good year for me," he says. "It was a learning year. It was my first year being on a big team with a lot expected from me but we were given what we needed. It was good for me to understand what a big, big team does and I learned a lot from them through testing and trying new things and even just getting used to the media exposure."

"It was a learning process for me but I got some really solid results and nearly got on the podium at Desertmartin. It was one of my goals that year but I only got the podiums in the Red Bull Pro Nationals but I was very close to the Maxxis podium twice that year."





Edmonds' time with Tyco Suzuki was some of his most successful



WORLD SERVICE

International duty

Stuart's been picked to represent Ireland at the Motocross of Nations every year since 2008 – although injuries in 2009 and 2013 forced him out of the team – and he sees riding for his country as a major honour.

"The first time I got picked it actually brought tears to my eyes," he says. "It's something that every kid in motocross wants to do. It's the Olympics of motocross and every single year when I get picked I get that rush of blood to my head, the goosebump chills. It's great to get picked for my country. There's no better feeling."

"Last year [in France] was unbelievable. I think it was probably very, very close to Colorado in regards to the event and how many people were there and the atmosphere."

Out of the five times Stuart's made it through to the main races, on three occasions the Irish trio has had to come through via the B Final which means an extra race in often very tough conditions.

The 2010 MXoN, at Thunder Valley in Colorado, was especially tough on Stuart along with team-mates Gordon Crockard and Martin Barr. Racing in high temperatures and at altitude, the Irish trio did the business in the B Final before Stuart and Martin had to go straight back out again in the MXGP/MX2 race.

"I think we were all hanging that day. I remember Gordy coming in nearly getting sick and I was coming in absolutely dazed. We've done a few years where we've gone straight through which makes it so much easier for us but we've done more years in the B Final than we've gone straight to the A Final. It's one thing we always prepare ourselves for – it's such a hard event we know there's a high chance we'll be put into the B Final."

The MXoN isn't Stuart's only international experience and he's scored points on a world championship level on a number of occasions.

"I've done quite a lot of GPs. Last year I did Assen and Teutschenthal and I've raced the Czech Republic in 2009, done a couple of French GPs – I've had so much bad luck with them – and I've done the British GP a couple of times as well. So I've got a few GPs under my belt but I've never actually done a whole series which would be great – I'd love to do that."

"I've had some decent results and got some top 20s. The Irish GP at Fairyhouse was my first ever points. Assen last year was a tough, tough track so I earned my points there. It's funny, I love hardpack and I'm probably a better hardpack rider than I am a sand rider but, as weird as it sounds, I've had better results in sand."

"I don't hate riding sand but I find it more challenging. Obviously sand is much harder to ride but I suppose I can ride both fairly good whereas some people are really good in one but not the other."



Stuart originally intended to fly in for the races but a reshuffle in the calendar with the inclusion of some back-to-back rounds meant he spent more time in Germany than initially planned. The racing itself was super competitive and because of his ankle injury he was at a disadvantage from the get-go.

"I had some good races and some really, really bad races. The first race I got to I was still trying to get my strength and fitness back from the leg break so I was constantly chasing my tail throughout the year to get fitter. Everyone knows when you're into race season that it's hard to do that when you haven't been riding the bike all winter."

"But I got some top 12s, some top 18s. I nearly broke into the top 10 on a wet one but that was a bit of a disaster. I've never been to a wet race like that before. I said to the Clerk of the Course 'are you going to cancel it?' and he said 'no, this is motocross, we never cancel the races'."

"I had some really bad results

– 25ths and stuff like that – but that was just down to getting bad starts and getting caught up in crashes. In one of the races I crashed and Nathan Watson crashed in the next corner and he got back to 17th and I got back to 20th which shows the level of rider and how good they were."

"It was good for me because everyone was constantly chasing – it didn't matter if they were last or first, they were always battling which was hard but at the same time it brought me on."

Plans to return to Germany in 2016 didn't play out after budget delays with the team forced Stuart's hand and, worried he might find himself without a ride, he opted to return to TM.

"It was a great experience – I would have loved to go back – and I've got a completely different frame of mind now. If I had a bad race I'd brush it off and move on to the next one – that was the old me. Now I don't want to have room for bad results, I want to constantly and consistently be up there and getting the good starts that I know I can. It's given me a new fire in my belly."



HEADING

for the

TREES!

He's sticking a light on his bike and turning his back on MXGP.
Ahead of his Enduro World Championship debut DBR quizzes
Nathan Watson on his switch to enduro

Words and photos by **Future7Media**



It's not every day that one of Britain's most promising young motocross talents turns his back on the sport he loves. But in the case of Nathan Watson that's exactly what's happened.

Offered a factory KTM ride to compete in the 2016 Enduro World Championship Nathan's jumped ship to move from MXGP to the Enduro 1 class of the EWC. It wasn't a decision made lightly, but one the long n' lean youngster's excited to get his teeth into.

Joining the most experienced team in the EWC paddock and racing alongside multiple world champions Christophe Nambotin and Ivan Cervantes, Nathan's under no illusions he's got a lot to learn. But if early showings are anything to go by 2016 might just be a year to remember, for all the right reasons, for enduro's newest recruit...

DBR: Nathan, let's start at the beginning. When and why did you first start thinking about switching from motocross to enduro?

NW: "Last year in MXGP was a tough one for me. I injured my wrist so didn't get the results I was looking for. I had a one-year deal with IceOne Husqvarna and KTM asked if I wanted to do a test with their enduro team at Antoine Meo's place in France. I figured it would be good, I thought it'd be fun. I flew down to France and managed to get some pretty good test times, even beating Meo in some tests. KTM came back with an offer to race enduro and at that time I didn't really have much on the table to stay in motocross. So I jumped on board with KTM and decided to give enduro a shot."

DBR: Staying with MXGP for a moment, is it

now a case that if you're not on one of the 'top' teams it's kind of not worth being there?

NW: "The big teams in motocross offer some pretty good support. I haven't really been on any of those satellite teams but I've been on the British team and the difference is huge. If you're not in the top eight or 10 in GPs it's really difficult to earn any money. Last year, for example, I was riding for nothing. You can't keep doing that forever. You need to think about your future a bit. It is tough in motocross right now. In my opinion there's a big step to be made from racing for a satellite team and earning nothing to being hired by a factory team and making some money, and vice versa. If you go back to racing for one of the smaller teams it's hard for the factory guys to want to hire you again."



DBR: Do you feel like you made the most of the opportunity you were given in last year's Motocross World Championship?

NW: "Unfortunately, things didn't go as planned. They started off well pre-season then on the first lap of the first race I got injured and had to miss the GPs in Qatar and Thailand. When everything started getting back to where it should be I hurt my wrist. It was just before round four and I had to sit out for 12 weeks. It was bloody tough to come back racing the big 450F after that injury. Then just before the end of last season I did some national motocross races and started winning. I changed my suspension from what I was using all year and was really comfortable on the bike. I was given a great opportunity and I enjoyed it, but it was hard to keep on riding for free. I had to think about my future a little bit."

DBR: Is there a part of you that thinks if you were in MXGP again this year you could do better?

NW: "I sat down to watch the first two MXGP rounds in Qatar and Thailand on the TV and it was pretty difficult to be honest. I felt I could've done well. Obviously, it's different when you're actually there and feel the pressure. Motocross is mentally tough. There are lots of good riders and you need a bit of experience to make it to the top. I guess that's normal and it'll take some time for me to accept the change. Until the Enduro World Championship starts it's going to be difficult to get over motocross completely. In any case I'm leaving behind a tough year. I'm happy to move on and start a new challenge."

DBR: Okay, let's talk about enduro. You've been focused on motocross for pretty much all of

your life, there must be a lot to take in right now?

NW: "It's been a pretty steep learning curve and a bit stressful at times. Before January I'd never done a time card event and never changed a tyre before. But I worked hard before the start of the season. As soon as I started racing it all went pretty well. I did the first two rounds of the Italian Enduro series and started to realise it's not so difficult. Enduro is definitely different to motocross but it's easier than I thought in many ways, the rules aren't too hard to understand. I passed my bike test on the Tuesday before the first Italian championship!"

DBR: Coming back to your pre-season visit at Antoine Meo's place, what were the best things about that?

NW: "I just went over to there for one day so >>

Breaking the news . . .

How did family, friends and fellow riders react to Nathan announcing a switch to enduro?

"It wasn't a surprise for my family. At the end of the day it's still riding a bike. My father has raced a couple of ISDEs but he's so laid back he didn't even react. He told me to keep pushing until the end, gave me some tips on how to change tyres and that was all really. Same with my brother Ben, he just wasn't bothered.

"A lot of my mates from motocross didn't see it coming. I guess I was one of the up-and-coming guys out of the youth classes and people weren't expecting me to switch. But for anyone following the sport, it's obvious I won't be the first motocross guy to race enduro."

A new team, a new bike and a new career awaits Nathan Watson after making the brave switch to enduro





GIBSON
TYRE  TECHNOLOGY

ALWAYS MOVING FORWARD
NEVER LOSING GRIP



MX1.1

MX3.1

MX4.1

MX5.1

www.gibson tyretech.com

Distributed by Malcolm Rathmell Sports
Tel: 01423 772885
www.mrsltd.co.uk info@mrsltd.co.uk
Twitter: @MRS_LTD
www.facebook.com/MalcolmRathmellSport

MRS
WWW.MRSLTD.CO.UK



Nathan's adapted well to his new surroundings

Plusses and minuses

Nathan discusses his off-road strengths and weaknesses

Qualifying speed

"In motocross I was always good in qualifying. I could do a very fast lap in any track quite early."

Cornering speed

"I think I have a pretty good corner speed, which is hugely important for enduro."

Pressure management

"If a test isn't going well I get stressed and end up pushing too hard, making mistakes or crashing. I need to slow down a little bit to go faster."

The extreme or unknown

"I need to work on improving my speed in extreme stuff or when riding unknown terrain. In the woods where I can't see that far ahead I'm still struggling a little to be fast."

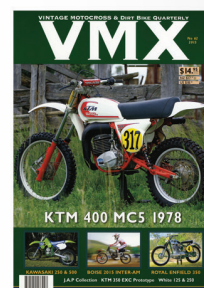
there was a lot to take in, but I really enjoyed it. Antoine's got everything right out the back of his home. We set up a motocross test, an enduro test and an extreme test and did that throughout the day. I first tested a 350F KTM and loved it. It had softer suspension than what I was used to but felt so well planted on the ground. I'd heard a lot about Meo and I knew he was on top of his game at that time. I was expecting him to be way better than me but I was beating him in some tests, which was a nice surprise. At the end of the day we just went trail riding and it was honestly one of the best days I've had on a bike. Just riding over the mountains, in the middle of nowhere, it was so good. That's actually when I made up my mind as to what I wanted to do."

DBR: It might be common for motocross riders in Italy or France to switch to enduro at a young age but in the UK it's not something we see often. Why do you think that is?

NW: "Either way, there aren't many people from the UK racing the Enduro World Championship. I think people in the UK don't understand how big of a sport enduro is. It's so different to motocross that I think any offroad rider should at least give it a go. It's good for a change for sure. In the UK you can't really start with enduro and stick with it. It's easier to ride motocross because there're so many tracks to practise, whereas to find some proper spots to practise enduro is difficult. In Italy, France or wherever you can ride enduro in places all-over."

DBR: You've taken two steps backwards in terms of bike size going from last year's 450 to the 250 you'll race in enduro. Has racing a 250F taken a lot of getting used to?

NW: "I originally wanted to ride the 350 I tested as I think bigger bikes suit my style more. But KTM needed someone to race their 250F in Enduro 1 and I was happy to do that. The idea to jump to a 250F had been in my mind for some time. Last year I tested a factory Husqvarna FC250 IceOne had prepared and loved it. Compared to the factory 450 I was >>>



VMX Back Issues

Current issue: **64**

> KTM 50 GS 1978 > Honda CR/XL125 > Honda Trials History > Nostalgia event – UK > PLUS loads more...

Lowest price. FREE postage. Hurry, stocks limited!

Call 0333 207 0743 (option 3) or visit: tmxnews.co.uk/go/vmx



racing last year in motocross my new 250F feels a bit slow but when you're in the woods you can probably be faster on a smaller bike. "It was a good thing for me to start in enduro with the 250. A lot of it is to learn how to ride a test rather than just relying on power to go fast. It's strange but in enduro you might think you need more power but you end up going slower with more power. It's a different thing to motocross. KTM have been developing championship winning enduro bikes for years now and they know exactly what they're doing."

DBR: You made a winning start to your enduro career by topping rounds one and two of the Italian championship but then struggled to reach the top five at rounds three and four. What did you take from your first two weekends of enduro competition?

NW: "The Italian championship opener in Lignano was the first time I raced a time card event and the whole system seemed complicated. But there was only one time control per lap so it was perfect for me to learn. It gave me a chance to see how things work. The first test was more like a motocross track and then we had another test in deep sand. I've done a lot of beach races so that worked well. Getting the overall win put me in good spirits."

"Then we went over to the next round and it was a proper enduro in the forest. We had some rain and the track was so slippery. My speed was okay but I just couldn't stay on the bike. I found out that if you crash in an enduro test it takes a huge effort to get time back. I kind of feel lucky to realise how tough this sport is early on. These two events gave me a good idea of what I need to do and where I need to improve."

>>





DBR: What was the most difficult thing you came across in your enduro racing debut?

NW: "One of the biggest problems was that I couldn't remember the tracks. Especially in that second Italian event they had a long enduro test. I walked it three times but I had a problem in my foot so I didn't really focus on remembering the track. I didn't take anything in so during the race I was just riding blind. It's mad how important choosing the correct lines is in enduro. If you're out pounding laps, you know how to get the corners right and you go as hard as you can. But when you only have one chance to do a lap you can easily be 20 seconds slower."

DBR: Aside from your bike and the sport itself you're also working with a new team for 2016. How's that working out?

NW: "Compared to IceOne Husqvarna it's got a more relaxed environment. It makes you feel calm and you need that in the races. I'm really happy with the team and there's a good atmosphere. We're also lucky to have a trainer in the team. His name is Christophe and he used to work with Meo for years. I've never had a trainer before in motocross and I think that's a really good thing to have. It helps us work on our weaknesses. Overall, I think it is one of the best teams anyone can race for so I'm pretty

pumped to be working with them."

DBR: What are your plans and goals for your first year racing enduro?

NW: "First of all we've decided to do the Enduro World Championship and the Italian championship. If I've got a big gap in either series then maybe I could also do a British enduro round. I'll also like to race some motocross races at the end of the year but only if everything goes according to plan in enduro. My main goal for 2016 is to collect experience and improve on my weaknesses so that I can come back stronger next year..."



Team talk

Team boss Fabio Farioli speaks out . . .

"It might be Nathan's first season racing enduro but he's already proved he can be really fast. From the first day Nathan started testing with our team I saw how much of a complete rider he is. He can be fast without making too much noise and that reminds me a lot of Christophe Nambotin. He's also really positive and smiling all the time and this already was a good starting point.

"He made a great start with us in the Italian championship. I knew he could fight for the top but he exceeded my expectations winning the overall on both days. Then on the second round of the series and in more traditional enduro conditions, he made a lot of mistakes – it's common for rookies to make such mistakes.

"Overall, I like how much of a hard worker he is. He has a smooth and fast riding style that fits enduro racing. For the Enduro World Championship I'm quite sure he can be fast. I think he might be one of the season's biggest surprises. He just needs some time to get used to enduro racing a bit more and then I believe he could have a bright future in the sport."



«« Journey »» man!

THE ROAD TO SUCCESS HAS BEEN A LONG AND WINDING ONE FOR ASHLEY WILDE BUT AFTER YEARS OF CHIPPING AWAY AT THE TOP 10 HE'S FINALLY ARRIVED...

Words by Sean Lawless Photos by Nuno Laranjeira

I love a good gym meme I do...
'The hard work puts you where the good luck can find you.'
'Push harder than yesterday if you want a different tomorrow.'
'Stay hungry, stay healthy, be a gentleman, believe strongly in yourself and go beyond limitations.'

Of course, I'm not cruising the gym pages on Facebook looking for training inspiration – nope, I'm checking out pics of swole women in yoga pants – but, as clichéd as these one-click philosophy fixes undoubtedly are, in a sport as tough as motocross there's also a lot of truth to them.

The last quote – attributed to Arnold Schwarzenegger – strikes me as ringing especially true in the case of Ashley Wilde who spent the best part of six years racing the British championship as a privateer, training for and then holding down a full-time job while all the time slowly climbing the rankings.

The breakthrough for the 25-year-old Geartec Yamaha rider came last year when a sponsor helped find him a place on a team and provided the financial backing for him to give up his job and turn full-time pro.

"I was a privateer for four, five, six years with just a couple of personal sponsors that helped out," explains Ash. "Doug Mercer from Toughsheet kinda helped me out in 2014, just personally. He sponsored Dave Thorpe's team as well and he said it made sense to go with Dave's team [in 2015] but with Toughsheet graphics so I was kinda on the Buildbase team but not a Buildbase rider but I had access to the same stuff."

"Last year was the first season where I was a full-time rider – before that I worked full-time as a gas engineer – and not having to go to work has made life a lot simpler for me. The racing is more organised – the kit's clean from the start of the week and riding in the week's good so I feel a lot more prepared but at the same time there's much more pressure. >>





"At the end of the day it's my job now and I've got to go out and perform otherwise people will be asking questions. But I think I'm pretty good with the pressure. Last year I showed that I could deal with it okay and hopefully I can do the same this year and have another good season."

Dealing with pressure obviously isn't an issue for the man from Manchester. After years as a championship journeyman – doing more than simply making up the numbers but never threatening the end-of-season top 10 – he climbed the rankings from 15th to eighth. He also scored his first top-three moto finish when he followed Kristian Whatley and Shaun Simpson across the line in the opening race at the final round at FatCat.

For someone who'd started out racing 18 years before it had been a long, long road to success...

Like so many in the sport there was a family tradition of motocross in the Wilde household which can be a big advantage but Ash's early promise was crushed by a serious injury.

"I started riding when I was six. My dad used to race – he was an AMCA plodder – but he stopped when I got a bike and we just went from there. I had one of those little electric bikes first and then I got an auto but I didn't stay on one long and got on a 60. It was a difficult learning curve but it was good in the end."

"I was good on a 65 and I finished third in the country and then in my second year on a small wheel I was pretty much winning everything and doing really well but then I had a bad accident with my knee. I did my cruciate ligaments so I missed a year. When I got back in I was still putting in good results here and there but I wasn't top three anymore."

Ash went straight from youth racing into the adult British championship but he was no overnight sensation.

"When I went into British championships it took me three or four years to figure that out but the last four years have been pretty good and I've been getting better and better. I've gone from



The opening round of the Maxxis series was a tough one for Ash

scoring points to top 15s to getting a few top 10s and then last year I had a third in a British championship moto and finished fourth overall at Preston Docks and ended the year eighth in the championship."

Up until 2015 and the opportunity to be a full-time racer, Ash's career was a story of slow, steady progression. He ended the 2012 season 18th in MX1, picked up a couple more places the following year and then advanced to 15th in 2014. He was certainly improving but at that rate he wouldn't have been knocking on the door of the top 10 until he was almost 30.

Then, after fast-tracking his way into the top 10, Ash found himself having to search for a place on a pro team. With two high-profile teams – MBO Power Yamaha and LPE Kawasaki – deciding not to run outdoors this year the competition for

rides was even stiffer but his place in the top eight ensured he got a deal on merit.

"At the end of last year there was no ride for me at Honda so I had to find somewhere. I'm real good friends with Elliott [Banks-Browne] and he said the team was thinking about having a second rider and that got the ball rolling."

"I met up with Paul [Mason from Geartec] and Rob [Hooper] and they're both really nice guys and it just went from there. The Yamaha thing came about and it all fell into place nicely."

"I think I've earned my place on the team. I know it's a tough sport and people always talk in the paddock but all last year it wasn't like I had just one good race. I came out at Hawkstone and did good, did good at the early rounds and I think up until Foxhill or Blaxhall every race I finished I was inside the top 10 so I definitely feel I





CMP
Racewear

HIGH WYCOMBE HP11 1RL   

NOW IN STOCK!



TECH 10 DAYTONA
LIMITED EDITION BOOTS

   **ALSO IN STOCK!**

01494 446 580 www.cmpracewear.com

**NOW IS NOT THE TIME TO BE WORRYING
ABOUT YOUR ENGINE.**

NON-STOP PERFORMANCE // PRECISION ENGINEERING
DESIGNED WITH RIDERS IN MIND



PLEASE CONTACT YOUR LOCAL DEALER


NAMURA
TECHNOLOGIES INC.
PISTONS WITH AN ATTITUDE

www.ORO2U.com www.NAMURA.com DEALERS ONLY PLEASE CONTACT 01597 822 666 oro@btconnect.com

deserve to be where I am now."

Following two seasons on a Honda he's had to adapt to the change of machinery which hasn't turned out to be a simple process.

"There's a massive difference between the two bikes. Because I rode Honda before I went onto Dave's team I knew things like how to get the bike set up, what I liked, suspension settings, bars – all that stuff. Going onto the Yamaha – even now at round one of the MX Nationals – I'm still learning things every time I ride the bike, getting different settings, trying different things.

"The handling on the Yamaha is different, the power is a lot different, really they couldn't be any more different for two Japanese bikes. But the team have been really, really good – anything I've wanted they've done and more. They've been great and I can't thank them enough."

Ash's team boss Hooper is a hugely respected figure in the sport. A former GP rider, he knows what makes a rider tick and the importance

of fostering a good team spirit and with Ash and EBB paired up part of the job was already done for him.

"Even before the team thing when we were kids growing up me and Elliott were really good friends and have been on holiday together and stuff so when he beats me I'm happy for him and I beat him just then [in the opening moto at Preston Docks] and he pulled over and said 'well done'. I think it will be good to work together and both push each other on."

Another good mate is trainer Richard-Mike Jones and the pair's close relationship allows Ash to put something back into the sport he's so passionate about.

"I started training with Rich probably about four years ago I think but we've been friends for a long time from when I was racing schoolboys because he knew my dad when he was still racing.

"We're really, really good friends and he helps me and I help him by doing a bit of coaching with the RMJ Academy which is good



LYNG STING! >>> FALSE START

A fortnight after our initial interview Ash had a day to forget at the opening round of the Maxxis series.

"Don't ask what happened at Lyng," he says. "I did s**t. I rode like an idiot all day. In the first race I got a really bad start and only pulled through to 11th and in the second one I actually got an all right start but just wasn't going quick enough and ended up 11th again. The last four laps the exhaust snapped so I ended up getting a five-place penalty so that made an awful day even worse.

"I've no excuses, I just wasn't going faster than the 10 people in front of me. Looking back there are so many places where I could have been going faster and making passes but I was riding so stiff I was like an ironing board.

"I wasn't carrying any corner speed and I struggled with the track a little bit. It was so fast and didn't really get rough – I was trying to be precise when I should have been hanging it out. I wasn't twisting the throttle, that was the main thing!"



new man!

PRO-CARBON RACING

CARBON FIBRE PARTS

\ BASHPLATE
 \ SWING ARM PROTECTOR
 \ UPPER FORK PROTECTOR
 \ TOP UPPER FORK PROTECTOR
 \ TALL FRAME PROTECTOR
 \ LOWER FORK GUIDE
 \ IGNITION COVER
 \ TANK COVER
 \ SPROCKET COVER
 \ CALIPER PROTECTOR
 \ BOMB GUARD
 \ EXHAUST GUARD
 \ FRONT DISC GUARD
 \ REAR DISC GUARD
 \ SKID PLATE

\ EACH PART MANUFACTURED IN THE UK FROM SPECIAL SELECTED CARBON FABRICS
 AND RESINS TO CAREFULLY MATCH PERFORMANCE REQUIREMENTS \

FOR DIRTBIKE RIDERS

www.pro-carbonracing.co.uk
 Call 07810 870 975 // 07766 143 296
 LIKE US ON FACEBOOK 

ORDER ONLINE TODAY:
www.pro-greenmx.co.uk

PRO-GREEN MX



HIGH PERFORMANCE AFTER SHINE
 HIGH PERFORMANCE BIKE WASH
 www.pro-greenmx.co.uk

 To find your nearest stockist contact
 CI Sport on **01372 378 000**
 or: sales@cisport.co.uk

CI SPORT Ltd



Fourth overall at the MX Nationals season opener proved the work Ash had put in over winter was well worth it...



FAIRY GODFATHER! DREAMS COME TRUE...

Dougie Mercer's support was the turning point in Ash's career, allowing him to put all his efforts into racing. A legend in twin-shock circles, the Toughsheet boss is a massive motocross enthusiast who saw a chance to help a struggling young privateer chase his dream...

"He's been a journeyman for so long," says

Dougie. 'He was holding down a full-time job, racing standard bikes and he was running 13th or 14th but I saw that little sparkle. I used to race with his dad in the AMCA in the '80s and I thought 'this lad's got it' so I just gave him the chance to be a full-time professional motocrosser.

"I did it with Dave Thorpe last year and then this year I'm just doing it direct with Ashley so he's got a living wage and a bit of help with GPs and stuff. He's got probably two years in his prime to actually make the big time – it's all up to him now. He can't say that he's not had the chance and that's all I want to do, give him that chance. I think it's like a fairytale."

If it is like a fairytale then that must make him Ash's fairy godfather – but it's hard to picture the big bloke from Bolton in a pair of delicate wings...

"I was an average rider but I'm a big supporter of it. I had a bad crash last year and broke two ribs, my collarbone, shattered my shoulder blade and did my rotator cuffs so I was in serious pain for about seven weeks.

"So I'm going to take a year out and follow Ash when he does GPs and the British championship and when I've forgotten how painful it was I'll chuck my leg over a bike again.

"I love my motocross. I've just bought Jean-Michel Bayle's works '89 250 Honda – I've got that in the front room at the moment."

because I've been around the sport for a long time so it's not just a job for me. I do enjoy giving something back to the kids who I teach – it's a great feeling."

Ash travelled to Spain with the RMJ Academy at the start of the New Year which caused problems when he arrived back in the UK just in time for the Hawkstone International.

"I prefer sand but we did three weeks in Spain working on the hard stuff and when I got back it was a bit of a culture shock. We struggled massively at Hawkstone with bike set-up – we only got back the week before so we weren't prepared and we probably shouldn't have done it but we did and I'm glad we did because we learned so much just because we were in a race situation.

"We made some changes and it's been a lot better today so even though it went badly it was worth doing."

The changes obviously worked and Ash finished fourth overall in MX1 at Preston Dock, beating EBB along with other big hitters including Jake Nicholls and Gert Krestinov.

"As long as I'm sniffing around the podium then I'm happy. It's early on in the season and we're still learning with the bike so if we're getting good consistent results now then in another couple of months we'll be pushing on a bit more."







THANKS FOLKS... >>> KEEPING THE FAITH

Because of his long struggle to break the top 10, Ash probably owes a bigger debt to his sponsors and supporters than anyone else currently racing the Maxxis.

"I have to thank Dougie Mercer from Toughsheet for really stepping up and enabling me to go full-time and also Paul Mason from Geartec and Rob Hooper for giving me a great opportunity to ride Yamaha UK on their team.

"Then there's John and Bev from DENTS8, Carl at Castle Truck Supplies, Rich-Mike at the RMJ Academy, CTI knee braces, Blue Sky Ltd, Sandbach Scrap Metal and all the Geartec Yamaha team sponsors.

"Finally, I'd like to say a huge thank you to my parents along with Martin and Trish who have supported me all the way through my racing."



Lining up against faster riders is the best way to pick up extra speed and they don't come any faster than in MXGP. For an ambitious racer the world championship is the ultimate goal and Ash will add to his top-flight experience this year after a short but not exactly sweet debut in 2015.

"I did Matterley last year and qualified 21st and then in the first race on the Sunday I fell off on the first lap and got run over and hurt myself. That's the only GP I've ever done but the team is going to try and do five GPs this year. Off the top of my head I think it's Valkenswaard, the French one, the German one, the Italian one and maybe Lommel or the Swiss one.

"The idea with doing the GPs is to just go and enjoy the experience and try and gain a bit of speed with riding with faster people. As

the season progresses you can see how racing GPs brings riders on."

With the years of graft finally starting to bring him rewards, what gives Ash so much credibility as a racer is that along with his great work ethic there's a down-to-earth realism about him that – in my mind at least – has to be the result of the long, hard route he's taken.

"Last year I was eighth in the British championship so this year my goal is to be top five, top six. If I can do that and show that I'm still progressing then I'll be happy.

"Hopefully I've got another five good years of racing in me. As long as I keep progressing and still enjoy it then I'll still be doing it. I really, really want to get a podium at a British championship – that's one big goal I've got and I've got a few years to do it."



DIGITAL PLAYGROUND!

MXGP game producers Milestone are offering up another dose of digital dirt – this time it's called MXGP2...

In 2014 Italian video game developers Milestone released 'MXGP: The Official Motocross Video Game'. The game proved to be the most accurate video game we've ever had the opportunity of playing in terms of real life tracks, rules, regs and race modes although you didn't actually feel as though you'd swung your leg over an MXGP racing machine. It was a vast improvement over Milestone's previous attempt – 'MUD' – though...

The Italian developers are back with a sequel to their 2014 release. 'MXGP2' is the next gen big brother to the original title. Milestone has strived to step up their game in every way while attempting to keep up with requests from a rather demanding fan base.

The generous fellows at Milestone flew DBR out to the opening round of the 2016 MXGP season in order to check out the new game and draw direct comparisons to the real life thing. While in transit to the Losail circuit – and out of the Qatari heat – we took the opportunity to catch up with Milestone's Lead Game and Technical Designer Andrea Basilio to chat about all things MXGP2...

DBR: How has MXGP2 changed, improved and evolved since the previous rendition of the game that came out two years ago?

AB: "The biggest overall improvement for this game is the jump up to the next generation consoles. Those consoles are far more powerful. Therefore we can really push our physics system much further, so the physics are far more precise. This doesn't mean that the game is necessarily harder to play but it is more precise in the movement and in particular the terrain deformation which is a vital part in off-road motorsports like motocross. So the terrain is going to be changing as each bike creates

a different line – lap after lap the track will be different. It's going to be up to the player to decide which new line is going to be the best and the fastest."

DBR: What new game features does MXGP2 include?

AB: "In terms of new game features the first thing we have in MXGP2 is a huge customisation system. In the new game we had the opportunity to include all of the MXGP and MX2 bikes as stock machines. The player can buy the bike within the game and customise with a huge range of aftermarket parts. We have more than 40 manufacturers of aftermarket parts that are involved with the project. Therefore you can make your bike in the game look the same as your bike in real life."

DBR: Do these customisations and different aftermarket products have different effects on the performance of the bike in the game?

AB: "Yes, every component will have a different impact on the bike. Some parts are obviously just aesthetically different, for example we have different aftermarket levers from different manufacturers which is only visual. But different exhaust systems for example have completely different effects on performance."

DBR: While creating the previous game Milestone worked closely with teams and riders in order to ensure that things were as accurate as possible. Have you done the same type of thing again? And how has that affected the final product?

AB: "Yes we have worked with a few riders. We took several versions of the game along to some of the races last year in 2015 and also some of the riders came to our office to try out the game, for example Tony Cairoli came to Milestone twice to try the game and give us feedback. The beautiful thing about that is that it is really rare for

a motocross game to feature real life tracks so when the pro riders like Cairoli try the game they are really surprised about the track fidelity as they are not used to playing a game with the proper tracks.

"For instance, yesterday (at the MXGP of Qatar) we had a rider from the TM racing team try out the game. He was really surprised about the management of the weight of the rider as it is really realistic. He understood that in our game the weight of the rider is fully controlled by the left stick and he was surprised that it was super accurate."

DBR: What is the process of ensuring that each track is as accurate to the real thing as possible?

AB: "The game features all of the tracks seen in the 2015 season. For some tracks we have access to the CAD files, they are the proper architectural files. That's for the newer tracks as they were first designed in a computer and then created in reality. For the other tracks we sent guys out with a GPS system and cameras to take pictures. By doing that we can map out the entire track and recreate it in the game."

DBR: And you recreate all of the surrounding landscape accurately also?

AB: "Yes, the landscapes are some of the easiest things to do – it is just a case of creating a lot of pictures that go 360 degrees around."

DBR: MXGP2 sees the return of the Motocross of Nations game mode for the first time since 'MUD'...

AB: "Yes we have once again included the Motocross of Nations with all of the original rules for the MXoN and we have also included the American team of riders. The reason we wanted to include the MXoN game mode again is because it is the most important race in all of the motocross season. It doesn't pay points and it's



not part of a championship but from a motocross fans' perspective it is the most important – it is like the Rugby Six Nations or the Football World Cup for them. So it was important for that reason for us to include it in the game."

DBR: MXGP2 also includes some indoor circuits and game modes. Tell us why you have decided to feature that, how it was different to create and how it will be different for the player...

AB: "Youthstream are actually doing something similar themselves in reality. They are creating an indoor circuit for this year's championship. We wanted to create a new and different challenge for our players so we decided to include something along those lines. The tracks are not 100 per cent realistic but they are inspired by real indoor arenas and tracks. We think it'll be a nice plus on the game."

"In terms of another additional game mode we also have the 'Real Events 2015' game mode. This is basically a series of challenges on each track; the player can recreate and relive the best and most memorable moments from every race in 2015. So for instance the player will be in the shoes of Cairoli in a great comeback from last position or in the shoes of Febvre in a great battle against the Americans to win at Glen Helen."

DBR: The previous game featured a very cool career mode. You started from the bottom and worked your way up through the teams to

eventually (if you were skilled enough!) become world champion. Will we be seeing that same sort of thing again?

AB: "This time we've gone another step further. The player can create their own team, customise their bikes and get sponsors for the world championship. So the player can choose whether to go private with their own team and their own sponsors or they can try and find a ride at Factory KTM for example."

DBR: What is the multiplayer situation?

AB: "We have online multiplayer for up to 12 racers. The great thing for online multiplayer this time is that with the customisation every player is going to be different, the avatars are going to be really personalised so you're going to be unique online."

DBR: What features of the game are you guys at Milestone most proud of?

AB: "I'm really proud of the customisation potential in the game. It was a huge job getting all the different manufacturers onboard and involved with the project. The final result is just amazing because we have hundreds of parts for the bike and hundreds of parts for the rider. We have gear sets, helmets, exhausts – everything the player could want. I think that is just super cool."

MXGP2 will be available on PS4, XBOX ONE, PC and Steam from April 7 2016.

MXGP2
THE OFFICIAL MOTOCROSS VIDEOGAME



NEW RECRUIT JOE CADWALLADER WILL RACE THE RMJ ACADEMY FC250 HUSQVARNA FOR THE REMAINDER OF THE SEASON AND IS AIMING TO CLIMB THE RANKINGS WITH THE HELP OF RICH-MIKE JONES AND THE TEAM FROM LIVERPOOL JOHN MOORES UNIVERSITY...

Words by **Sean Lawless** Photos by **Nuno Laranjeira**

The DBR Project continues this month with a new pilot in the saddle of the RMJ Academy FC250 Husqvarna UK machine.

Joe Cadwallader has been drafted into the RMJ Pro Academy and the 16-year-old from Oswestry in Shropshire intends to rise to the challenge of his last-minute call-up.

"I've done a couple of boot camps with Rich-Mike in Spain but I've only just become a member of the RMJ Pro Academy," he says. "It's a big change for me but I'm very excited about it. It's a real good opportunity and I want to make the most of it. Working with Rich-Mike and the team at Liverpool John Moores University is going to help me out a lot.

"I'm looking to run top five in the Maxxis and MX Nationals MX2 class, those are the goals I've set myself for the season. I don't want to set them too high in case my confidence gets knocked.

"I moved up to the 250F at the start of the year and I prefer it to the 125. The power feels nicer and I've gelled with it quickly. You can ride it smoother – with a 125 if you want to go real fast you have to ride it on the edge."

Joe, who's been riding since he was three, won a BSMA round last year on a 125cc Husqvarna and was fifth in the BYMX championship. Because he'd already kicked off the 2016 season on an FC250 he hasn't had to adapt to a new bike but the scientific approach to physical conditioning taken by the team at LJMU represents a steep learning curve for him.

"Today we're doing a test and battery day – basically a whole load of different tests – with Joe to find out where he's at physically," explains Carl Langan-Evans, the university's Sport Science Support Officer. "This morning he's had body composition analysis so a DXA [dual-energy x-ray absorptiometry] scan and RMR [resting metabolic rate] analysis.

"Now we're going to do some strength and power assessments and then after that he'll go back over to the lab and do a VO2 max to look at his aerobic capacity."

Joe's late call-up means he's starting on the back foot but Carl's confident that research the team's already done can be used to his advantage.

"The great thing is that because we've been working with

the Pro Academy for a couple of months and have tested the other guys quite a few times we've got a set of norm values," says Carl. "So we know where everyone is at and we'll be able to measure where Joe is in relation to the other riders.

"We'll sit down and discuss his goals and timeframes and schedules because obviously he's come into the Pro Academy during the season which presents a different challenge for us. We're just going to try and keep improving him during the little pockets of time we have throughout the season."

Joe made his debut for the team at the opening round of the Maxxis series at Lyng last month but had a rough day at the office.

"I had a nightmare," adds Joe. "It was horrendous. I got caught up in that pile-up in the first race and my bike got destroyed. I went back to the line after they red-flagged it and had so many parts missing off my bike we couldn't get it going.

"For the next race my dad built up a new bike but we didn't realise that the fuel line had split and the bike stopped after six laps. It couldn't have got any worse for me really."

Rich-Mike Jones sees taking on Joe at such short notice as a great opportunity to make rapid progress.

"It's exciting working with Joe because he hasn't been on a specific training and nutrition programme and has had no guidance when it comes to preparing for racing from those perspectives," he says. "He's very much a blank canvas and I'm looking forward to seeing how far we can take him in both the short and long-term.

"On the bike we need to keep working on his technique and bike fitness and I think the combination of these factors along with work in the gym and diet could lead to some big improvements in hopefully a short space of time.

"We're looking to get him into the top 10 by mid-season and by the end of the year I think he can be finishing in the top five and even top three. That's got to be the goal."

DBR will be following Joe and the RMJ Academy Husqvarna every month so stay tuned for further updates...

PROje



ct



M E L L O W YELLOW

AFTER RIDING A PEAKY TWO-STROKE
FOR THE PAST BAZILLION OR SO YEARS
DAN'S REALLY FEELING THE BENEFITS
OF FOUR-STROKE POWER...

Words by **Dan Grove** Photos by **Andrew Hill** and **Matt Dean**

If you read last month's update on the RM-Z 250 long-termer, I stated that I'd ride the bike whether it meant heading up north to Tain in Scotland or down south to Spain. Fortunately for me I rode much closer to home in comparison to those two places and found myself at the Preston Docks MX facility on a Wednesday a couple of weeks ago. With most local tracks so busy and muddy at the moment, I tied the trip in with meeting up with Neil Prince who oversees the Heads and All Threads Suzuki team and as it is a sand track with hard standing pits it proved to be

an ideal situation for my first proper ride on the RM-Z.

The bike was exactly as it would have been out of a crate, save for an oil and oil filter change as mentioned previously, as well as a clean air filter, so I considered it to be 'as new' which is what I was looking for on my first ride of the bike and had I changed anything it wouldn't be what I'd consider a fair test of the stock machine. I also used Shell V Power as I always have in any bike that I've owned.

In stock trim it was impressive! However as I'm coming from years on a two-stroke I think the way a four-stroke puts the power down

W!



is very different, much more different than I was expecting. The power just rolls on and through long ruts the bike just stayed upright and followed exactly where I pointed the front wheel, so immediately the two things that stood out for me was the power delivery and handling. I found that with left corners there was no need to drag the rear brake as the power was so controllable and I noticed after each session that the rear brake was barely warm. This certainly wasn't the case after a moto on my old 250 two-stroke!

As I picked the pace up each time out I noticed that the new for 2016 air forks weren't

soaking up braking bumps in one area of the track like I felt they should and they felt quite firm and harsh. I raised this with Neil and he asked what I had the sag set at. Now in the last update I was certain that I'd set the sag at 105mm which is the sweet spot and the standard setting on these bikes. It turns out that I was a little off and once Neil had made some adjustments, in my next session the bike was totally different despite it working really well before. The section of bumps in question soon had the front wheel skipping across the top of each one which is exactly what I was looking for. So the lesson learnt here is to check

your sag (and not in low light like I did) and this applies to any bike! Get it checked and double checked and then work on adjusting the clickers if you need to as the correct sag really does make a huge difference.

By the end of the day I felt like it was 'my bike' and the ergonomics of the bike – the correlation of the footpegs, seat height and bar position – made the bike really easy to turn and control especially in long ruts and it left me wondering if I **should have** bought a 250F years ago. Although **Suzuki's** are known for handling really well so it **could be** down to the chassis as well as the ergonomics. It's certainly a nice bike >>



GIVE YOUR KNEES THE WINNING BRACE

For regular CTi updates find us at:

 CTi Knee Braces

 @CTiKneeBraces

All CTi braces require professional fitting.
Please contact our Customer Care team to
arrange a fitting appointment

FOLLOW ÖSSUR ON



TEL +44 8450 065 065
FAX +44 161 475 6321
CTIKNEEBRACES.CO.UK

The world's finest
carbon fibre
pipe guard,
now available in
Bi-Color Weave™
options, and
as always, hand
crafted in the USA!



IMPORTERS & DISTRIBUTORS

WWW.P3RACING.CO.UK

DEALER ENQUIRIES WELCOME CALL 01432 351392



The obligatory 'Dan tweaking something' shot – this time it's not his nuts!

to ride and I didn't have to fight it to do anything which will help with inspiring confidence and therefore lowering my lap times on any given track.

The bar bend however is a little odd and the bars seem to have a lot of sweep and also bend down on the ends slightly. I have some Renthal Twinwalls in my preferred bend – that'll be the YZF bend that I've grown to prefer from my Yamaha days – so this should enhance the riding experience even more. I'll leave the standard bars on for a few more rides just to see what they're like on tracks that I'll be riding more often this season so that I can really tell the difference when I slip the new bars on.

I'll also be testing a pair of Metzeler MC4 Soft/Intermediate tyres which will be more suited to the conditions found this time of year compared to the Dunlops that come standard on the RM-Z.

So now that the local tracks are drying up I'm looking forward to riding some familiar tracks where I'll be able to really tell how well I'm getting on with the switch to a four-stroke. I think I'm going to love it...



THE WRITING'S ON THE WALL

H U S Q V A R N A ' S F C 2 5 0

CAN HUSQVARNA'S FC250 REALLY TURN OUR
TWO-STROKE AFICIONADO TO THE DARK SIDE?

Words and photos by **Max Hind/TooFast Media**

All across the globe dirt bike riders, racers and fans are salivating at the prospect of a brand new race season launching into full swing. We here at DBR towers are no different, we also drool over the thought of slinging mud on a Sunday afternoon and now, with the arrival of another of our 2016 long-termers we too can join in on all of the on track shenanigans.

The good ol' chaps over at Husqvarna UK have very kindly loaned us a strikingly beautiful FC250 to shred laps on for the year. That's right, after countless hours of having Darth Vader whisper sweet nothings into my ear, I've finally joined the dark side – I'm now a pilot of the four-stroke empire. This is what caused that disturbance in the force you might've felt recently.

I know what you're thinking – 'Max, how could you betray the TC125 like that? How could you desert the two-stroke loyalists without so much as a goodbye?'. Well I'll tell ya kids, this four-stroke thing seems to be catching on and I thought it's about damn time that I found out what the heck all the fuss is about.

So yes, I'm still a lover of all things two-stroke (I mean I've still got one in the garage) and I still adore the Husqvarna TC125. I miss the little ripper almost every day, we had some damn good times together but I know she's moved on now

and gone to a good home. The time has now come for me to look to the future, and that future looks very much like a Husqvarna FC250!

We couldn't have picked a better day to kick off our year long mission to transform our 2016 FC250 into the most bitchin' bike in the paddock. The late winter sun beamed as we arrived at the perfectly prepared Doncaster Moto Parc to spin our first laps of 2016. Ed Bradley really hooked us up, I had never seen DMP looking so prime. This didn't help our salivation situation that I mentioned earlier – the Doncaster dirt looked damn right sexy!

In regards to the FC250 the first thing I have to mention has to be the electric start – it's awesome! I've never run a bike with an eleccky start before, obviously because I've mainly run two-strokes in the past but the one four-banger I had was a CRF250. I can't explain how much love I have for this tiny little button on my handlebars, it saves me precious time and even more importantly it saves me precious energy because let's face it, what energy I do have is gonna be needed to try and hang on to the old girl! The electric start is also super convenient for our stop/start photo and video shoot sessions.

The early part of this first day of riding was spent remembering and re-learning how to ride a four-stroke once >>>



MAXXIS[®] BRITISH MOTOCROSS CHAMPIONSHIP

Supported By

PRO CLEAN

www.pro-clean-uk.com

ROUND

2

CANADA HEIGHTS

News Shopper

PRACTICE 9.00AM

FIRST RACE 11.55AM

ADULTS £20

CHILDREN £5

FAMILY TICKET £45

**CANADA
HEIGHTS**
SUNDAY 24TH APRIL

BR8 8DX

www.mxgb.co.uk

ACU
AUTO CYCLE UNION
EVENTS LTD



YouTube

EUROSPORT





Conditions at DMP were perfect!



again, trying not to rev so much and riding up a gear. It took a while to break my two-stroke habits but once I had I felt I could really make use of the FC250's power effectively.

The perfectly prepared DMP was as flat as two week old can of coke which meant that for the most part I had a sparse amount of ruts and berms to chew in to through the early part of the day. The track was also a little slippery in places, the combination of these two factors meant that throttle control was absolutely vital. I would've had to have been careful and cautious if I were riding my old TC125, conditions such as this made me pretty nervous on the little ripper. The incredible bottom-end snap of the 125 would've been very unpredictable, and perhaps a little uncontrollable in conditions such as this.

However, the silky smooth power delivery of the FC250 filled me with confidence where once upon a time I would've been very cautious. That speaks volumes as to just how confidence inspiring the Husky 250 can be. The FC250 has a couple of different mapping settings, I had it switched to the 'smooth' option which worked an absolute treat in these conditions. Although I still felt that the bike had more than enough grunt to easily pull me through the few deeper

sections that I encountered. So to summarise the power delivery was insanely smooth across the bottom and more than strong enough for me through the mid to top-end.

In terms of handling it took me all of 20 minutes to feel comfortable and completely at home on the new model Husky. It took just one session of getting to know the feeling of the bike before I felt like I could really try to lean it over in the corners and attempt to turn on some style in the air.

At first I was a little disappointed in the stock brakes, I found myself really struggling to stop in time for a few of the corners. But I'm going to put this down to having some sort of grease on the discs. After a while, once the brakes had had a chance to warm up, they soon become very responsive. Nevertheless, as always the first mod I'm going to make to this bike is replacing the front disc with an oversized one. In my book slowing down is just as important as power delivery and engine performance and an oversized disc does wonders in the slowing down process! After fitting a bigger disc I always wonder how on earth I managed to stop before with a mere regular sized one.

Out of the crate the FC250's suspension was okay but not perfect for me. As discussed the

DMP track was as flat as a pancake so bumps were no concern. Because of that it was fairly difficult to give the stock suspension a good test. However I did feel as though I had a few too many heavy landings in instances that shouldn't have resulted in a complete bottom out. This will be an area in which we'll focus our attention on in a future test somewhere down the line.

So to conclude this first ride and write up, the FC250 really impressed in its debut ride. I felt smooth and comfortable and most importantly I already feel as though I've dropped my lap times in comparison to the TC125. So performance wise I couldn't be happier with the bike that we have chosen to pimp up in 2016, it's an added bonus that she just so happens to be an absolute stunner as well! There's no doubting that the 2016 Husqvarna range is a very good looking set of bikes and we're looking to improve upon that in the next issue as we fit our girl with a set of custom graphics.

As we know, I've always been a two-stroke man but could the Husqvarna FC250 finally convert me for good and all? All I can say is she's off to a damn good start – maybe the writing's on the wall...

OAKFIELD RACING



MOTORCYCLE IMPORTERS

All Brand New 2016 Models

All prices include VAT and all bikes are full UK spec.

Kawasaki KXF250

£CALL

Suzuki RMZ450

£CALL

Kawasaki KXF450

£CALL

Yamaha YZF250 Blue

£CALL

Honda CRF250

£CALL

& Yellow available

£CALL

Honda CRF450

£CALL

Yamaha YZF450

£CALL

Suzuki RMZ250

£CALL

Yamaha YZ125/250 LC

£CALL

ALL AVAILABLE NOW - RING FOR BEST PRICES

We have over 15 years experience in importing off road bikes.

We will try to beat any genuine quotes • Trade Enquiries Welcome

07966 285821 www.oakfieldracing.co.uk

Yorkshire's #1 Moto X Store **MJM**



Family run business, established 1988.
Stocking new & used Motocross bikes,
parts, clothing & accessories



Contact details

Tel: 01977 640777 / 609436

E-mail: mickjohn@mickjohn.plus.com Fax: **01977 640777**

Check out google maps for a virtual tour of the shop



Barnsley Road
South Elmsall
Pontefract, WF9 2QW

Find us on
Facebook



www.mickjohnson.co.uk

INTA MOTORCYCLE SERVICES LTD

**A wide range of New and
Used bikes always in stock**

Newly appointed SWM Dealer



**SALES - SERVICE -
PARTS - ACCESSORIES**

www.intabikes.com

Tel: 01622 688727

99-107 Upper Stone Street, Maidstone Kent ME15 6HE



MOTUL
LEATT
Airoh
100%
PROSTATE
OAKLEY
G
GAERNE
SPARCO
No-Toil
APICO
Talon
Official stockists of KTM Spares

The Home of Motocross Gear and Parts

www.94mx.com

94MX.com

Next Day Delivery

Call today on **01268 533587**



mpm
 MATT POPE MOTORCYCLES

Beta & Sherco dealer

New 2016 Beta and Sherco bikes
NOW AVAILABLE

- Servicing • Clothing
- Engine Rebuilds
- Spares • Suspension




SHERCO

Beta

Matt Pope Motorcycles, Hawthorn Way, Fakenham, Norfolk NR21 8SX
 Call Us Now On: 01328 853292 | www.mattpopemotorcycles.co.uk

POA
 Racing

www.poaracing.co.uk




209 The Green, Eccleston,
 Chorley, PR7 5SX
01257 450660

GET YOUR WINTER TRAINING IN, ON AN OSET

OSET
TAKING FUN SERIOUSLY

**THE GREAT BRITISH WINTER IS HERE!
GET READY FOR SOME FANTASTIC MUDDY RIDING**

Electric trials bikes for 3 - 12 year olds
Available in 12.5, 16.0 & 20.0 sizes

www.osetbikes.com/gb
info@osetbikes.co.uk

0843 289 2890

EASTWOOD RACING

HONDA
The Power of Dreams

UK IMPORTER SINCE 1981

CRF250 & CRF450 2016 & SPECIAL EDITIONS NOW AVAILABLE
Same Day postal service on Honda & Wiseco parts
Trade & Retail Supplied

Honda are offering a NEW SPECIAL PROMOTION!!!
You get **£1000** worth of clothing, personal equipment or genuine Honda parts with every new Honda CRF250R or CRF450R and the special editions, CRF250/450 Geico, Muscle Milk or RE.
This offer expires on April 30th 2016.

CRF450 GEICO

CRF250 MUSCLE MILK

London Road, Swanley, Kent, BR8 8BY
Tel: (01322) 662426 / 669469 Fax: (01322) 614330
Email: wiseco.uk@btconnect.com | Website: www.wiseco.co.uk

HONDA Main Dealer

Facebook Twitter

Husqvarna
MOTORCYCLES

**FC250 | FC350 | FC450
TC85 | TC125 | TC250**

2016 MOTOCROSS RANGE

CALL MIDWEST TO RESERVE YOURS TODAY!

WWW.MIDWESTRACING.CO.UK | 01225 791179

There's a new kid on the track...



QSPRINGS
suspension springs for off road bikes



Available for a wide range of MX & Enduro bikes
For your nearest stockist or to become a stockist,
please email: manstradltd@aol.com
or phone: 07534 217339

QSPRINGS
suspension springs for all road bikes

saddMX SADDLEWORTH MOTOCROSS



SERVICING/REPAIRS/ACCESSORIES
Free delivery on orders over £150

WE HAVE OVER 60 USED MX AND ENDURO BIKES IN STOCK

FLY **GEVS** **RFX** **MOTUL** **MAXXIS** TIRES

01706 848 946
UNIT 1 | MOSS INDUSTRIAL ESTATE | HEYSIDE | OLDHAM OL2 6HR
saddmx.com

RUDDOCK RACEHOMES

HIGH SPEC RACE HOME CONVERSIONS TO ANY PANEL VAN FROM £5000-£12,000

AWNINGS
The latest model Fiamma in stock • Lowest prices anywhere
• Free technical advice • Free bracket and fixing advice
• Fast spare part supply if needed • UK made-to-measure heavy duty sides or Fiamma own privacy sides and fronts

DIY CONVERTERS
We stock all items inc. windows, water tanks, fridges, blown air heaters, wheeltrims, roof vents, hot water systems, pumps, TV aerials etc...

GIVE KEV A CALL ON **01189 596104**
W/SHOP OR **07774 127 714** MOBILE



Budget pull-outs FROM £60



FIAMMA SPECIALIST
SINCE 1988



DAVE COOPER BIKE RACKS

BIKE RACKS
Car racks £67.95 inc. p&p, Van/motorhome racks £72.95 inc. p&p, 4x4 racks £79.95 inc. p&p, Junior racks 50cc - 80cc, Senior racks 100cc - 600cc. Fits any vehicle with British standard towbar and you can still tow with the bike rack in use. Made from strong 4mm British steel tubing, MIG welded and finished in protective enamel. Bike is carried at towbar level to avoid grounding when in use. Lightboards, tie down straps available.

TRAILERS
Single bike £259.00, Double bike £319.00, Triple bike £399.00, Quad trailer £365.00. Prices include lightboard and ramp. All prices include VAT. Spare wheel £29.50 extra. Trailers come with independent suspension, clip-on loading ramp, tie-down loops, metal support clamps, security locking facility, removable lighting and six enamel colours. NEW wall mounting brackets to hang your trailer on your garage wall £15.00 per pair.

VISA **SWITCH** **Maestro** **MasterCard** **DELIVERY SERVICE AVAILABLE** **NOW MEETS NEW REGULATIONS**

DAVE COOPER
Unit 7, Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH
Tel: 01732 820082 (daytime), 07860 702112 (mobile) www.davecooper.co.uk

SILVESTERS
FOR **YAMAHA**

MOTUL **SPARES** **WOLF** CLOTHING ETC

FAST MAIL ORDER
ALL TYPES OF SERVICE WORK UNDERTAKEN

01484 683665 or 686683
www.silvestermx.com

Middleton Since 1976
MX
ABSOLUTELY POSITIVELY DEFINITELY!
If it's trick, WE DO IT!

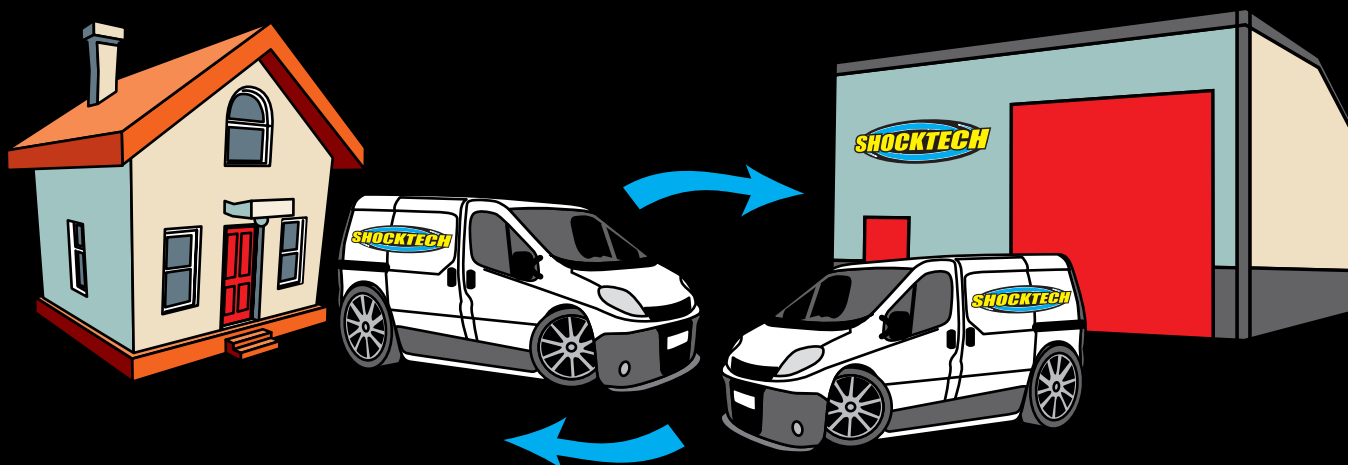
The largest selection of MX & Leisurewear in the country
Tel 01773 748 045 / 852 455 www.middletonmx.com
21 Nottingham Road, Ripley, Derbyshire DE5 3DJ
Mail order specialist / All major credit cards taken

2016 **SHIFT** **Troy Lee Designs** **thor** **GEAR NOW IN STOCK**

Airoh **AKLEY** **ACE** **100%** **ACE** **DUNLOP** **SHOEI** **PROTAPER** **ALUS** **POD** **Putoline** **LEATT** **GEVS** **SCOTT** **apex**

SHOCKTECH

SUSPENSION • MOTORS • SALES



- **COLLECTED FROM YOUR HOUSE OR WORKPLACE**
- **RE-VALVED TO YOUR WEIGHT & ABILITY**
- **SERVICED & SET UP**
- **RE-DELIVERED TO YOUR HOUSE OR WORKPLACE**

**FORKS &
SHOCK
ONLY
£299**



SX 65 FORKS



ADVANCED SUSPENSION TECHNOLOGY



YOUTH DIRT BIKING AT ITS BEST

RAGE



RIDER: LEWIS HALL

© David Milano

ARE YOU **Judd** ENOUGH?

RAGE IN ASSOCIATION WITH WWW.JUDDRACING.COM





NATIONAL EXPRESS!

AS THE MX NATIONALS AND PIRELLI BRITISH MASTERS START THEIR SEASON LONG JOURNEY WE LOOK AT WHO'S BEEN DOING THE WINNIGN SO FAR...

There's always a bucket load of tension and interest at the final rounds of a championship but quite often the opening round can be even more interesting for very different reasons. The hard prep work of winter is all done and a few questions are about to be answered. Who's definitely on it? Is there's a surprise package or two in the making? And who if anyone didn't quite live up to the hype?

This years MX Nationals opened up at Preston Docks where Ike Carter (SW85), Joel Rizzi (BW85) and Michael Ellis (MX2) bagged the overall spoils.

In the Small Wheels, supercharged Carter nailed the start every time – going on to claim three of the four wins as impressive Bobby Bruce took the other heat win and second overall. While Bruce was generally matching the best lap times of Carter it wasn't quite the season opener Louie Kessell had planned for. All weekend it was tough for him – he's one of the class favourites – and he was strangely off the leading pace. That said, a second and a third result helped him into section bronze.

With a large intake of rookie talent in the BW line experienced Sam Price was aiming to boss it but newbie upgrades Joel Rizzi and Lewis Hall had other ideas though. Battling a few machine problems over the weekend Pricey got his wheels

over the line first in moto two and ultimately settled for third overall. The eventual round one runner up Hall claimed a speedy heat four win as undoubted star of the show Rizzi snapped up the other two wins and the series lead.

In a hotly contested MX2 tear up Michael Ellis laying down two superb wins came out on top. Surrounded by bigger guns – but brilliantly going 2-2 in Saturday action – Taylor Hammal piloted his 125 into eventual second overall. And completing the podium in third was Alexander Brown – who was fastest in all four races! Only machine failure when leading moto one robbed him of the overall victory and anyone who can win by a distance after giving the field a headstart (as he did in moto two) is definitely a show stealer in my book!

The Pirelli Masters kicked off at Culham where in the new for 2016 Junior 65s Alfie Jones was a class apart. With one race cancelled Jones swept the board going three from three as Ben Pratt nailed second overall clearly proving he was the best of the rest – Billy Moriarty completed the podium in third.

In the SW85 class the season got even better for wildcard runner Bobby Bruce – three towering wins in Oxfordshire sealed the deal on his early

season form. Three third place returns handed Jack Lindsay second overall and the early series lead as Harrison McCann running 4-4-4 made podium third.

On a circuit described by some as mega – but totally brutal – Big Wheel favourite Sam Price suffered a badly broken wrist. Caught out with his bike stuck dead in its tracks, spindle high in a rut – Pricey flew head first over the bars. That happened in heat three after Pricey had topped qualification by a country mile. A broken throttle cable when leading heat one was just the beginning of his problems as Dominic Lancett took full advantage. Ousting Pricey in a thriller Lancett won again in heat two – eventually claiming a whitewash and the series lead after finishing 30 seconds clear of the chasing mob in moto three. With a second and third place return as best wildcard Gary Ashley made second overall while Aaron McLoughlin with two thirds took section bronze.

The MX2 crew had the pleasure of all four races where last year's BW champion Howard Wainwright shone brightest claiming three wins. Callum Green was the other heat winner – although he was otherwise out of luck – as Drew Roe went 3-3-2-3 for second on the box. Mitchell Warhurst completed the podium.

ARE YOU **Judd** ENOUGH?

RAGE IN ASSOCIATION WITH WWW.JUDDRACING.COM



Alexander Brown yanks an impressive holey



Joel Rizzi is the MX Nationals' Big Wheel maestro



Dylan Woodcock mixes it up midpack

LYNG-DING-DING!

MAXXIS MX2 SERIES BLASTS OFF...

Taking a closer look at the early season credentials in MX2 – and in what is sure to be the toughest of the home series – Maxxis at Lyng sheds a bit more light on the whole situation.

Following his rapid class leading lap times around Preston Docks at the MX Nationals Alexander Brown (Apico Husqvarna) took the very same lightning quick form to Caddes Hill. Despite Michael Ellis (P&H KTM) topping qualification, two blistering moto wins for Brown resulted – winning by 13 and 16 second margins respectively. He was by far the fastest lapper in both motos. It's also worth noting, with a mass pile up two laps into race one, and a subsequent re run ordered – AB#41 actually led three races.

Jamie Carpenter (Phoenix Tools Honda) and Henry Williams (RFX Ktm) claimed the race runner-up finishes – Carpenter going on to be overall runner-up with a 2-3 result. Ultimately for Williams – and after a 10th place finish in moto one – it was fourth overall for him. He can however console himself with the second best lap time in each moto.

Starting yet another season as one of the youngest in the field – and following winter injury – podium third went to George Grigg Pettitt (Carl Nunn KTM). His 4-4 return showed massive potential and it's worth keeping a close check on GGP this year. A corking third place return in moto one helped Callum Green (SJP Moto - Husqvarna) into fifth overall, as Aaron Gordon (Winchester Off Road Honda) rounded out the top six going 6-6.

Post event a video clip of the spectacular – fortunately serious injury free – moto one carnage popped up on social media. With riders apparently crashing under waved yellows the ACU announced an MX committee enquiry into the incident.



Howard Wainright smokes the MX2 British Masters crew at Culham

exclusive

Dirt Bike Rider and TMX Hoodies & T-shirts

Available in adult and kids sizes*

Half price sale
stock clearance

ADULT TMX HOODY
AVAILABLE IN
LARGE ONLY
ALL KIDS SIZES
AVAILABLE

ALL ADULT
DIRT BIKE RIDER
HOODY SIZES
SOLD OUT
ALL KIDS SIZES
AVAILABLE

Prices start from ~~£9.99~~** **£4.50****

Head to www.tmxnews.co.uk/go/merchandise
and place your order now! Or call 01524 385982.

*Hurry, limited stock only, some sizes sold out **Plus £2.50 postage



SPOTLIGHT ON...

BOBBY BRUCE #79

HOMETOWN: MEDWAY | DOB: 10/6/04 | SPONSORS: CI SPORT, UNITED RACING, EVOTECH, MJW, CPS, MX RACING, RACE PACE

So far in 2016 Bobby Bruce's national record reads three down with three memorable podium finishes achieved. It's been an absolute dream start to his season as Rage puts the 11-year-old rising star Bobby Bruce in this month's spotlight. His season kicked off claiming an overall runner up finish at the Preston Docks MX Nationals opener – it was a real eye opener that included one moto win. Ultimately, 'Bobstar' as he's known only having to give sway to his best buddie training partner, MBO Power runner, Ike Carter.

Next up at Culham, BB absolutely demolished the field taking top step at the Pirelli Masters – then came the rematch with Ike at Mildenhall. National event number three was the MCF Judd Racing MX Premier Cup and after four heats with Brown and Carter taking two wins apiece it was all square with a last race decider to come. Leading from the front all the way in heat five, no nerves Bruce was successfully fending off Carter lap after lap. In a thrilling finish there was nothing in it at the flag as BB won a benchmark overall victory.

Gaining National win number two, whilst proving equally as quick and technically race savvy as anyone he's likely to come up against in this years British Youth Nationals, Bobby Bruce has his name in this years frame. Heaping a bit more credit on the show, the wins at Culham and Mildenhall have been achieved using last years well used bike.

Rage sat down with BB, mum Sarah and dad Tom but first asked pro trainer Gary Linge for his thoughts. "We're in the early stages of working on Bobby's program and he is a new protégé I'm excited to work with," says Gary. "He first caught my eye as an auto rider. Back then he really was in a

class of his own and as a trainer I analyse technique in great depth and he already had such a great base it was amazing to watch. Since then the results may not have shown his full potential but from that has come some very valuable learning and experience, I believe that is now a large factor in how he has shown up at this first part of the 2016 season.

"Knowing from a young age what it's like to win I feel has sparked a desire within him to keep chasing and want it really bad and that's an element you can't train! I believe Bobby's success in the opening rounds this year has been linked to his increased strength both physically and mentally, believing in himself, his spirit for learning, maturing and searching for answers.

"In the training sessions so far we have done the opposite of speed training and worked on the game of averages and consistency, I actually slowed him down and changed his thought process especially with cornering. He works hard and always listens, never afraid to try something new. I look forward to watching him grow as a racer and put what he learns to good use."

Rage: Hi Bobby. It's been a blinding start to the season, and you seem to have gained something from the end of last season, what if anything do you put it down to?

BB: "Through the winter I've worked a lot on my corner speed and I practise lots with Ike. I feel physically a lot stronger now, more or less the same as everyone else in my race. And I just know I can win now."

Rage: How is the machinery side of things shaping up for 2016?

BB: "At Preston Docks I had my new 2016 bike and everybody thought it was fully tuned up. We had only just picked it up and it was completely standard. It's gone for tuning now, although I won't be racing it until the opening round of the British Youth Nationals. At Culham and Mildenhall I won on my 2015 machine."

Rage: Hi Sarah, is it right that Bobby has a dispensation from school and gets time off to train?

SB: "Yes, that's right. When we informed the school about Bobby's MX they were really interested. They hadn't actually heard of MX as a sport but when we told them all about Bobby's achievements they applied to the local Medway council and now he gets time off three Wednesday's a month. It's like a sporting excellence award to train. They also give him time off early on a Friday if we have a long journey to an event."

Rage: Hi Tom, How are things from your angle.

TB: "The season just couldn't have started any better. Before it all kicked off I really thought next year would be Bobby's big year in the Small Wheel class. He's still only 11 but the way it's going we could be on Big Wheels in 2017 – maybe even going to do the ONK series.

"While I'm here can I also just give a big shout out to Mark Howland at United Racing. United have come on board with a fully paid sponsorship deal through Evotech covering the 2016 race engine. In the 2015 bike we have MJW engines, absolutely brilliant they are too – massive thanks to Mick Woodage – but the all expenses deal from United was just too good to pass up. Also I'd like to say special thanks to Damion Bailey at Race Pace Suspension, and Mark Spencer too, and of course all our other sponsors."

ARE YOU **Judd** ENOUGH?

RAGE IN ASSOCIATION WITH WWW.JUDDRACING.COM





Wallace Cup

FIRST blood to James Fry as S3 Parts national series kicks off

THE WORLD'S LEADING OFF-ROAD WEEKLY
tmxnews.co.uk



Webb wins...

...BUT Jonny Walker retains SuperEnduro series lead in Mexico

ON TOP OF THE WORLD

JONNY WALKER WINS IN ARGENTINA



RAMETTE RETAINS AX TITLE

THOMAS KEEPS CROWN AT WILD, WILD WEMBLEY

THOMAS KEEPS CROWN AT WILD, WILD WEMBLEY



DIAMOND GAJSER!

TERRIFIC TIM DOUBLES UP AT QATAR GP OPENER



GEORGIA



FIRST TEST!

Arlington SX

FOCZEN gets revenge in Texas but Dungey's still in control

TOUGH STUFF

JARVIS TAKES VICTORY IN NANTMAWR QUARRY



SCORE

ATTENTION TO DETAIL MAKES TARRES TRS A GREAT ALL-ROUNDER

Telford Show

IT'S advantage vintage as classic exhibition turns back the clock



A YEAR'S WORTH OF TMX DELIVERED ANYWHERE IN THE UK...

STARTING FROM AS LITTLE AS £1 PER WEEK*

*£1 per week for the first 8 weeks

52 ISSUES OF TMX DELIVERED DIRECTLY TO YOUR DOOR ■ *£8 FOR THE FIRST 2 MONTHS (8 WEEKS @ £1 PER WEEK) ■ £7 EVERY MONTH AFTERWARDS ■ £78 FOR FIRST YEAR (£84 THEREAFTER) ■ 38% OFF RRP!



(Please complete in BLOCK CAPITALS)

Title _____ First name _____
Surname _____
Address _____
Postcode _____
Email _____
Daytime tel. _____
Mobile no. _____
Date of birth _____

Signature(s) _____

DIRECT DEBIT PAYMENT OPTION

UK bank accounts only—
Instruction to your Bank or Building Society to pay Direct Debits

Account Name(s): _____
Account number: _____
Branch sort code: _____
Name of Bank: _____
Address of Bank: _____
Postcode: _____

Date _____

Please pay Johnston Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Johnston Publishing and if so, details will be passed electronically to my bank/building society. Bank and Building Societies may not accept Direct Debit instructions for some types of account.



Originator's Identification Number
8 3 8 6 3 4

Please complete and send this form to: **Subscriptions Team, 4th floor, 26 Whitehall Road, Leeds LS12 1BE**

TRIALS & MOTOCROSS NEWS AND JOHNSTON PUBLISHING ARE CONSTANTLY RUNNING GREAT OFFERS. If you are not interested in receiving details of them by email, post, phone, sms or fax please tick here: ☐ If you are not interested in receiving details of offers run by our business partners please tick here: ☐ For your information – for quality and training purposes we may monitor communications.

YOU CAN ALSO SUBSCRIBE AT TMXNEWS.CO.UK/GO/SUBS/TMX OR CALL 0333 207 0743 (OPTION 3)

FROM RUSSIA WITH LOVE!

We catch up with Steve Dixon's new signing Vsevolod Brylyakov to get the lowdown on this up n' coming Russian racer plus we'll have an exclusive Paul Coates interview, a chat with the UK's fastest female racer by far and more long-term test antics with Dan and Max. There'll also be a bunch of stuff we haven't remembered right here...



NEXT ISSUE ON SALE MAY 6

SUBSCRIBE ONLINE AT WWW.DIRTBIKERIDER.COM — AVAILABLE AT ALL WHSMITH STORES NATIONWIDE*

DON'T MISS AN ISSUE!

RESERVE THE NEXT ISSUE OF DBR AT YOUR LOCAL NEWSAGENTS

Please reserve a copy of Dirt Bike Rider Magazine on a regular basis commencing with the.....issue

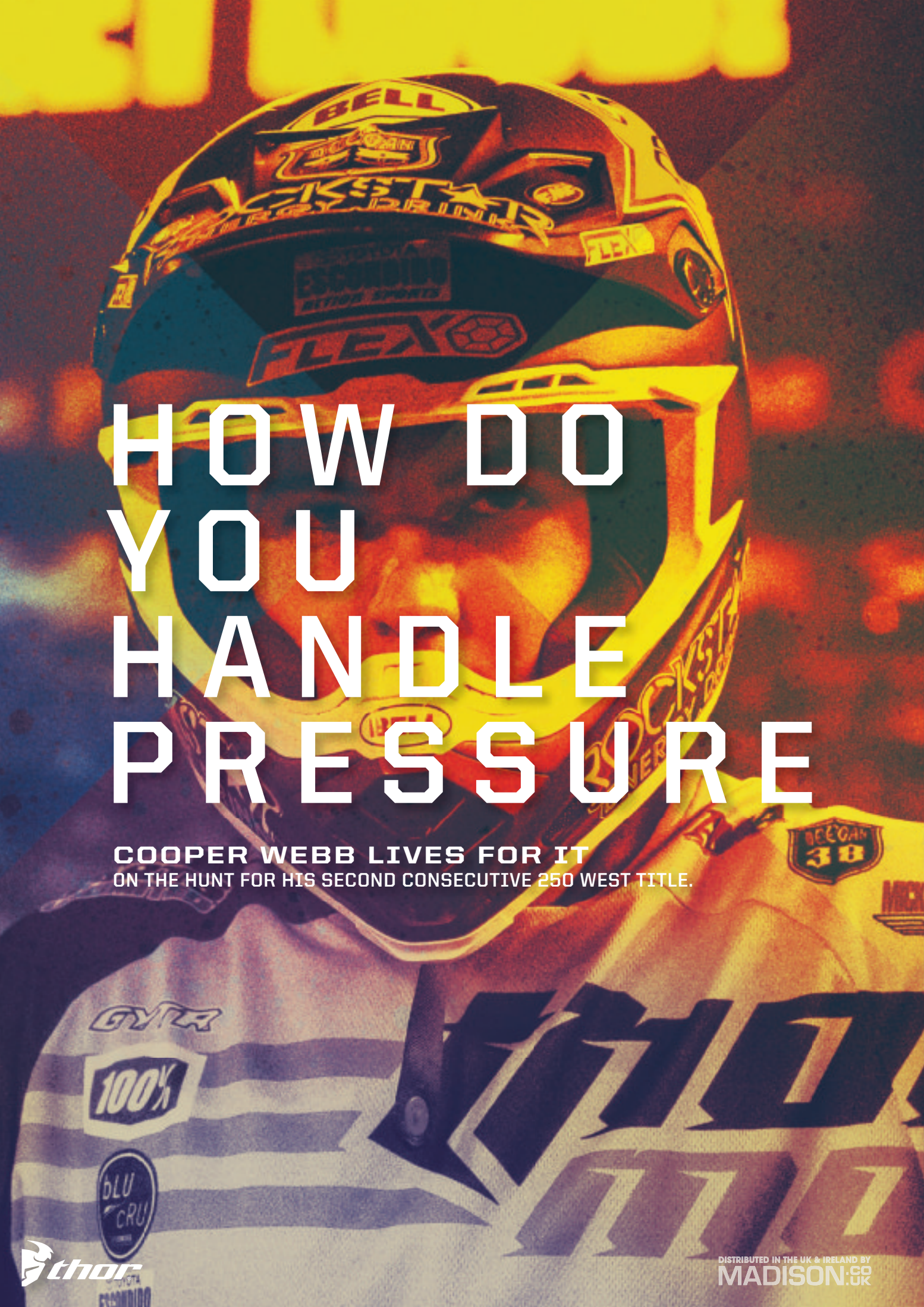
Title/Mr/Mrs/Ms First Name.....Surname.....

Address.....

Postcode.....Daytime telephone number.....

* DEPENDING ON AVAILABILITY





HOW DO YOU HANDLE PRESSURE

COOPER WEBB LIVES FOR IT
ON THE HUNT FOR HIS SECOND CONSECUTIVE 250 WEST TITLE.



DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO.UK





TAKING IT TO THE LINE WITH

STEVEN CLARK

APICO HUSQVARNA



WWW.APICO.CO.UK

IMAGE CREDIT: NUNO LARANJEIRA

